



SURVIVOR! DRIVEN, NOT HIDDEN XC COBRA

**BONUS
POSTER!**

**ISSUE
141**

street

FORDS

**IN THE BUILD:
TOUGH PRO-MOD XB
FORD POWER!
TORQUE TIME
DYNO DAY!**

**+
TECH:
BUILD YOUR OWN
EXHAUST HEADERS**

800HP

HOO 2GO!

**CARS:
BARRA-POWERED
9SEC CORTINA
623RWHP XR6 TURBO
FASTBACK RESTO
RARE RPO!**

**SHED FIND
CONCOURS RESTO!**



No. 141
A\$9.95
(inc. GST)
NZ \$10.95
(inc. GST)



RODNEY PLOWMAN

FALCON GT & GTHO and HIGH END MUSTANGS



***DIRECT IMPORTER
FROM THE USA,***
shipments arriving
weekly. Special
orders catered for.



Proud Stockists and Distributors for



RESTORATIONS

Incl. SHELBY, BOSS & ELEANOR

**AWARD
WINNING
CONCOURS
RESTORATION
SPECIALIST**



32 Heath Street, LONSDALE, South Australia 5160
Email. sales@rodneyplozmanrestorations.com
Phone 08 8326 0351

WWW.RODNEYPLOWMANRESTORATIONS.COM.AU

Mal Wood Automotive

ABOUT MAL WOOD AUTOMOTIVE

• Mal Wood Automotive is an Australia wide achiever in the manufacture and supply of automotive transmissions, associated parts and driveline conversions.

With over 30 years of specialist service in drive line upgrades and repairs, Mal Wood Automotive is one of a handful of national transmission specialists who can quickly resolve the most complex drive line problems.

www.malwoodauto.com.au

Mal Wood Automotive
42 Lyons Street
Warwick, Qld 4370

Phone:

(07) 4661 3548

Email:

info@malwoodauto.com.au

sales@malwoodauto.com.au

mal@malwoodauto.com.au



Tremec Transmissions:

Mal Wood Automotive is Australia's Tremec Specialist, and for many years engineering and building the T5, TKO, T56 and the new T56 Magnum to suit a wide range of Early Classics through to current model Special Vehicles.

TREMEC's race proven transmissions offer the best in quality and reliability, designed and developed to meet the requirements of today's high performance vehicle enthusiasts.



Tremec Parts:

Mal Wood Automotive carries the largest range of new genuine Tremec Transmission components in Australia. We can supply all components that you may require to repair, or completely rebuild your Tremec Transmission.



Bellhousings:

Mal Wood Automotive has a vast range bellhousings to suit most popular vehicles. We can offer replacement OEM, to aftermarket Alloy and QuickTime Premium Steel bellhousings. All bellhousings are checked for accuracy, to ensure correct fitment everytime!



ACE Clutches:

Mal Wood Automotive carries a full range of ACE Clutches. ACE is constantly developing New High quality Flywheels, and Clutch Kits to suit a wide range of Australian and Imported vehicles. We have up to 7 clutch options for a large range of vehicles, which means the correct clutch is supplied for each application.



Mal Wood Automotive

QUICKTIME BELLHOUSINGS

• Because the Bellhousing cone is spin forged, not rolled or stamped like older designs, it is the most dimensionally stable Bellhousing on the market with over two times the strength of any other steel Bellhousing. Built from high grade steel, it is work hardened to withstand over 80,000 PSI...

ACE CLUTCH

• More information on our growing ACE Clutch range is available online at www.aceclutch.com.au

UNDERDASH HYDRAULICS

• Mal Wood Automotive has pioneered the development of aftermarket hydraulic pedal systems, and our range is ever increasing due to popular demand.

Underdash Hydraulics:

Mal Wood Automotive has pioneered a unique Underdash Hydraulic Pedal Unit, which combines the Clutch Pedal, Carrier and Master Cylinder in to a complete unit, which are specially designed for specific makes and models. These pedal assemblies are designed to work with a large number of slave cylinders and hydraulic bearings, to ensure smooth and efficient operation.



Engine Plates/Adaptors & Starter Kits:

Mal Wood Automotive have engineered a number of Engine Plates and Adaptors to allow the fitment of the latest Tremec 5 and 6 Speed transmissions, to earlier vehicles which were not optioned with these high performance transmissions. Each engine adaptor is checked for accuracy, and also aids in structural integrity of the bellhousing.



Crossmembers:

Mal Wood Automotive has a large variety of transmission crossmembers to suit standard and aftermarket transmissions. Some of the crossmembers are specially engineered to allow the fitment of later model transmissions.

Ultimate Street Short-Throw Shifters:

Ultimate Street Short-Throw Shifters are arguably the best shifter available anywhere in the market. Available for T5's, TKO, TR-3650, and Tremec 6 Speed Transmissions.



Differentials and Driveshafts:

Mal Wood Automotive are specialists in differential repairs and supply of high performance diff products. From standard rebuilds, ratio changes and to the unbeatable Ford 9", Mal Wood Automotive can supply the right diff for the job!!

We also offer High Performance tailshafts which have been rated to hold 900RHP!!!



INSIDE

ISSUE 141

16 TWO UP

Tony's 800hp XW

26 IN THE BUILD

Tomi's wicked XB

28 WORKSHOP WATCH

A cool Barra conversion at Northmead Auto Centre

30 OWNER PROFILE

Ben's turbo EF from Qld

32 JEWEL OF THE WILD

A rare XA GT RPO has been unearthed

42 BRIGGS AND STRIAIGHT LINES

9sec Barra powered Cortina

54 WIZARD OF OZZ

A survivor Genuine XC Cobra

42

62 NUMBER GAMES

The Torque Time dyno day at Real Dyno Performance

71 HEADERS MADE EASY

A cool tech article on fabricating exhaust headers

78 THE FAST LANE

Zac's very sleek '65 Mustang

88 THE ROLLER COASTER

623rwhp sleeper BA XR6 Turbo



54



88

62





32



78



16

THE CARS. THE SCENE. THE GARAGE!

PROTECTING OUR PASSION!

MUSCLE CAR THEFT ISN'T SOMETHING THAT GOES AWAY...

Welcome to the latest issue of Street Fords. Who says history never repeats itself? In the case of muscle cars being stolen I guess that will never go away but recently it has come back hard with several Falcon GT's being stolen. With the values of muscle cars particularly the Falcon GT's in Australia climbing to all time high's, it has made them very collectible and under the spotlight as a possible source of income for car thieves.

Back in the 1980's the Falcon GT's values were starting to climb and so came many thefts of these cars. Owners of these cars became concerned, a few even sold their cars to avoid the hassles whilst others resorted to changing the appearance of their genuine cars to make them look like a replica by adding non original wheels etc. to throw off the scent to potential thieves. All this just to keep their car!

We need to have a basic alarm and security measures in place. Now is the time to reassess as you could be next. I don't mean to scare you, but another muscle car owner thought it wouldn't happen to him when he took his XWGT out for a test drive. He parked his car on the side of the road and had opened the bonnet to make some engine adjustments. A van pulled up and two guys basically car jacked him for his XW at gunpoint! Sure there isn't much you can do when faced with a gun pointed at you, but the car wasn't fitted with any security device as the owner wanted to retain the cars originality which is fair enough. But if you are going to go that route please ensure you hide a GPS tracker in it somewhere. They are small enough these days to hide and it may be your only chance of finding your car again. It's nice to have the car so original that a wire hasn't been touched but is it worth not seeing your car again? I think not...

The recent thefts haven't only been restricted to genuine GT's either with several replica GT's being stolen for their valuable parts. Parts such as GT style dash's, steering wheels, interior and even body panels are all highly sought after.

I have full comprehensive insurance but I also have fitted several anti-theft devices to my cars and also to their stable just in case any undesirables decide to visit. Oh and I recently renewed my firearms licence again too...

Moving on spring has sprung, so it's now the time to give the car a wash and take it out for a cruise-Sunday drive. Now that lifestyle is one worth fighting for so lock up and protect your car and listen out at night as it may be your mate's car being taken!

If you haven't already done so NOW is the time to subscribe to Street Fords, we have some awesome deals going on at the moment so get on the phone NOW and subscribe by calling 1800 801 647 or do it online at www.magstore.com.au

Also check out our Facebook page to check out the latest content and things we are up to everyday and make sure you click the 'like' button.

Fords Truly,



Roy Velardi
Editor
roy@streetfords.com



MANAGING EDITOR: John Hamilton

EDITOR: Roy Velardi

DEPUTY EDITOR: Sam Hollier

CREATIVE DIRECTOR: Igor Amedov

ART DIRECTOR: Ryan Weeks

DESIGNER: Chris Papaspiros

IN-HOUSE PHOTOGRAPHER:

Eric Tang

CONTRIBUTORS: Howard Astill, Autoshotz, Daniel Ward, Ratko Vatauvuk, Jeff Lilly, Paul Geri

ADVERTISING:

Phone: (02) 9741 3993, roy@streetfords.com

NATIONAL ADVERTISING MANAGER:

Mark Wilde

mwilde@expresspublications.com.au

Ph: (02) 9741 3658

Fax: (02) 9648-7293

PRODUCTION MANAGER:

Bronwyn Rowe

PRODUCTION CO-ORDINATOR:

Alex Grosvenor

SUBSCRIPTIONS:

Free Call: 1800 801 647 Fax: (02) 9737 8017

Email: subs@magstore.com.au

RETAIL SALES / OVERSEAS

Distribution enquiries – Circulation Department

Email: circulation@emgroup.com.au

Phone: (02) 8719 3503

Website: <http://newsagents.emgroup.com.au>

**GROUP PUBLISHER -
MOTORING & LEISURE:**

Glenn Wright

GENERAL MANAGER - MOTORING:

Igor Amedov

Published by:

Published by EMG Express Media Group, a division of Express Publications Pty Ltd ACN 057, 8087 904, under licence from EP Investments Pty Ltd ACN 003 109 055 All rights reserved.

2 Stanley St Silverwater NSW 2128.

Phone: (02) 9741 3800

Fax: (02) 9748 1956

www.expresspublications.com.au

Distributed by:

Network Services

66-68 Goulburn St Sydney NSW 2000

EDITORIAL CONTRIBUTIONS AND CORRESPONDENCE:

STREET FORDS

37 Carnarvon Street,

Silverwater NSW 2128

Email: streetfords@expresspublications.com.au

Phone: (02) 9741 3800

Fax: (02) 9741 3939

Subscriptions/back issues:

Freecall 1800 801 647

Note: \$10 postage and handling will apply per order

All material in this magazine is protected by copyright laws and may not be reproduced in part or full without the written permission of the publisher. Prices and dates quoted in this issue were correct at the time of going to press but might be subject to variation. In respect to technical information provided for any vehicle modifications or driving maneuvers referred to in the articles published in this magazine, the Publisher expressly disclaims any belief in the truth or falsity of the technical information or driving maneuvers provided and is merely passing on the technical information or driving maneuvers as a service to readers. No warranty is given as to its accuracy and it should not be substituted for expert advice from a qualified motor mechanic in respect of technical information provided for any vehicle modifications or from a qualified driving instructor in respect of any driving maneuvers referred to in this magazine.

By submitting an unsolicited contribution to our magazine you agree to provide us with a licence to reproduce your material in print and electronic mediums worldwide with the right to edit any written contributions.

STREET FORDS
FACEBOOK PAGE



WANT TO GET INVOLVED?
THE STREET FORDS FACEBOOK PAGE!

A&B MOTORSPORTS

WWW.KSRACING.COM.AU WWW.KSPORT.COM.AU

KS
RACING

K-SHOCK

Coilover kit For Falcon BA/BF/FG

K SPORT
AUSTRALIA

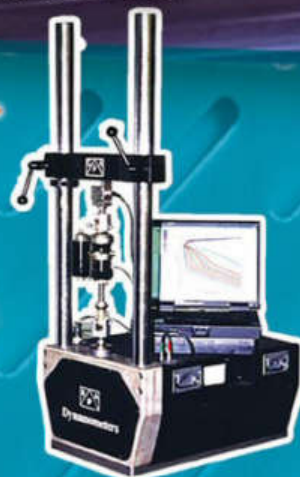
- Twin tube design
- Quality and great performance. (For street / off road use)
- Pillow Ball Upper mounts.
- 24 levels of dampening force adjustability.
- Independent ride.



- Monotube high pressure design
- 36 way adjustable dampening.
- Made to meet TUV/ ISO, TÜV, FIA standard.
- Adjustable lower mount allowing maximum suspension travel.

From **\$880**

From **1299**



Shock Dyno

Service available

Rebuild strut / Tuning service
Custom make racing coilover

Designed for maximum street and track performance

The ultimate stopping power for your vehicle

K SPORT
AUSTRALIA

KS
RACING

Brake systems

From **\$1599**

Any application of our brakes that doesn't appear on our application list can be customized to meet our customer's requirements.

WWW.KSRACING.COM.AU

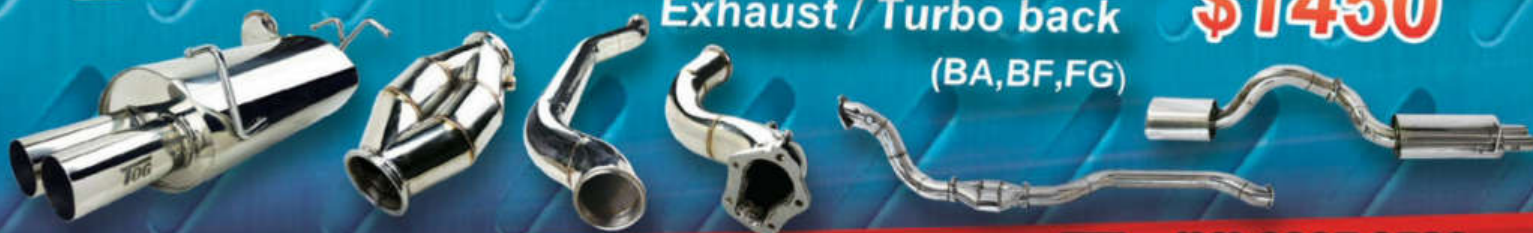
WWW.KSPORT.COM.AU

TIG

Turbo & Exhaust systems

Exhaust / Turbo back
(BA,BF,FG)

\$1450



39 Winbourne Rd, Brookvale NSW 2100

TEL: (02) 9905 9523
info@ksport.com.au

COMPARE AND CONTRAST

SAM HAS A CRACK AT HILLCLIMBING IN SOMETHING RATHER DIFFERENT TO HIS USUAL V8 FALCON, WITH RATHER SATISFYING RESULTS



I got my Fast Fours on recently and it was an interesting experience. My opposition in the NSW Hillclimb Championship this year lives in Victoria so it's too far for him to do all the rounds in his very quick (but not totally reliable) Monaro V2 race car so I've already won by doing enough events in that class. For the fun of it then, at the Tamworth round I decided to leave the Falcon at home and have a go in Dad's 2003 WRX. I know it's clearly not a Ford but bear with me because there are a few valid points that I hope to make by comparing them.

Hopping out of a RWD V8 and into an AWD turbo is a rather different experience to wrap one's head around, and yet it turned out to be very similar as well. I should describe the 'Rex first to help explain why that might be the case. The car only has four modifications; an X-Force turbo-back exhaust, a tune (mostly by a workshop then tweaked a little by me), an anti-lift kit (ALK) in the front suspension to reduce understeer and an adjustable rear sway bar to alter the chassis balance further. I even ran on his road tyres rather than his semi-slicks.

So, the first point I want to make is that it took very little effort to make the WRX go nearly a second faster at Oakburn Park than I've ever managed in my Falcon road car. It also took me nearly three years of trying to get any points in the Tin Top class championship with the EB by getting a

top ten result (9th at Kempsey last year) but I finished 8th in Tin Top on my first attempt with a near-standard 'Rex.

This brings me to the next point I wish to make. Whenever I'm asked why I'm building a Falcon race car (a separate long-winded project that I still haven't finished) my answer has already been 'if I built a 'Rex or Evo people would just think it was the car and not my driving or engineering that got the results'. With the WRX I actually matched the time that a slightly more-modified, 6-speed STi Bug Eye on competition tyres had done the year before so I know I drove the wheels off it, but the car still made it look easy.

Dad even said "that's mostly the car, isn't it" when I pointed out he had the best launch of any tin top at Canberra last year. It took him consistently beating everything in sight to the first split time at Fairbairn Park this year, including some serious AWD race cars, for him to accept that he must be doing something right at the start line.

That leads me to the points about driving technique. As much as you may expect them to require a different driving style, once you've launched the AWD (mostly just by using more revs and being a bit quicker on the clutch) the rest was barely different at all because the basics of driving for a quick time are fundamentally the same in every car.

Being a normal 'Rex it has no front LSD so whereas the Falcon's LSD allows the

inside rear to spin a bit when applying too much power too early the Scooby spins the inside front a bit. Method A for dealing with this was making the boost map more progressive so I could start squeezing the throttle early to get the turbo spinning but without it providing too much boost before the car was ready for it. Method B was applying the same use-all-the-road and late-apex-before-straight driving style that I was already doing in the Falcon.

Other similarities included what gear to be in when (it's just a 5-speed), having bumped the 2L Boxer engine's rev limit up a tad so 3rd gear would only be needed on the longer of the two straights, just like the EB. Braking was similar too; approaching the corners with a bit more speed but the smaller car weighs less so the braking points were close to the same.

To sum up, whilst there were some differences between the two cars they weren't nearly as stark as you might have thought. I actually believe that the specific modifications and setups played a bigger role in affecting the way each car behaves than their very different driveline designs do. I'd also like to point out that no matter what you drive you still have to drive it correctly to post a good time.

Cheers,

Sam Hollier - DEPUTY EDITOR
sam@streetfords.com



Dad's WRX at Huntley Hillclimb in 2014. I borrowed it for the Tamworth round this year and found that driving an AWD turbo for a quick time requires a very similar style to my usual RWD V8



My EB at King Edward Park in 2012. This is what I usually drive in hillclimbs but I thought I'd have a go in the WRX to see what it was like



Quality Parts
Prompt Service
Expert Advice



The Greatest Shop for Falcon
and Fairlane Parts in Australia

**With the Largest Range of High
Quality Items for Your Car**

We will not be beaten on price or
quality – so why shop anywhere else?

Remember, if you see it advertised
cheaper elsewhere, it may not be the
same item or of the same quality. We
actually improve many products on
the market before sale.



Ph: 03 9351 0351

www.FalconGT.com.au

595 Keilor Road
Niddrie VIC 3042

GETTING THE SHOT

CAN'T LET THE TRUTH GET IN THE WAY OF A GOOD SHOT CAN WE NOW...

My first real photo shoot was at the 86 Nationals in Canberra with the original Rock Solid XA GT sedan.

I had been building the car for 4 years and it was at its maiden show with fresh rego and it had been an exhausting push to get it to the event. Back in the eighties there was very few studio shoots and you were either up at dawn or doing the late shoot after the sun set. I have always loved the whole process of having the car shot, sneaking into places you're not meant to be, to get to that cool location or driving down the road side by side with the photographer hanging out the window.

That first shoot was in the grounds of the Australian Institute of Sport on a Sunday morning, parking in front of the tennis centre on the forecourt. With no regard for sleep or permission to be there it's all about the shot. The following year we had Rock Solid II on the banks of Lake Burley Griffin and for ROCK 3 we were up at four in the morning driving the car out to an open cut mine in the dark. We had to flatten a few star droppers that were in the shot and the photographer had us running around trimming the weeds. I remember spending 2 hours and doing about 30 kilometres to get the driving shots for that shoot and they used one tiny photo.

It's funny how when you're on a shoot and the photographer says that would be good or could we do that? There's no thought given to the consequences of your actions. All those hours of work and detailing and yeah

we can do that, sure I can get it in there or that won't take much to fix. I don't know if it's just me but it's like anything goes if it's going to make a good shot.

I have always been a bit of an avid photographer myself and have had the good fortune of working with many of Australia's masters at the game. I have done a shoot in a studio with the Mustang with my own EOS Canon that we use at the shop for customer photos that came out pretty good as well.

I have also set up some cars for photos that were a long way from finished. The cover photo of the 63 Compact Fairlane ROCK 4 was about 6 weeks out from Summernats and had no motor, trans or trim, was held up by a bit of 1" tube where the coil overs mount to get the ride height and the lights hotwired direct to the battery that was on the passengers floor. We trailered it out to the pinnacles (Mad Max II site) just outside Broken Hill in the dark. Mark Bean was doing the shoot and being a Mad Max nut, loved the whole experience of having breakfast on the tailgate of the old F250 waiting for dawn to break over the site of "the compound". We had shot the same car on the other side of the hill 12 months earlier after dumping it in the open and placing a few tumble weeds for the effect. Can't let the truth get in the way of a good shot can we now. He got to shoot it again when it was complete on the Mundi Mundi plains another great location outside Broken Hill.

I must have been involved in excess of 20 shoots now and they all have their memories



good and bad. From a studio shoot taking 9 hours, go jacks scratching suspension components and editors trying to cover the sponsor's logo on the Pioneer coupe. We shot the pioneer coupe with a flare in the background but it stained the white paint that fortunately polished out. Didn't seem relevant when you're trying something special. I have had a camera boom suctioned to the bonnet of the Mustang, smoked cigars while wearing a bow tie and had Miss Summernats leaning all over the car. I've worked through the night after working a 90 hour week to make it to a shoot.

Would I do it all again? Sure would, it's all about the shot and the Feature. I have all those memories and the photos to go with it. Without the feature shoots I would never have had the cars represented so well and the opportunity to have the memories in print for life. You see a car is more than transport to me, I'm happy to just have it there knowing that I was part of a team that created it.

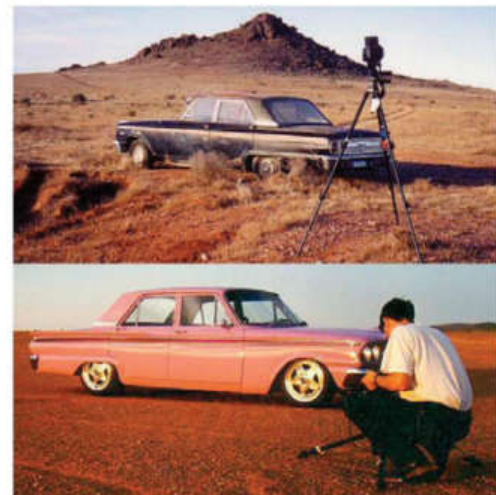
So if you get the chance for a shoot, give it your all and make it something special you won't regret it.

"You'll never build a reputation for yourself based on what you're going to do."
Henry Ford

Cheers
Howard Astill
Astill Design



WOULD I DO IT ALL AGAIN? SURE WOULD, IT'S ALL ABOUT THE SHOT AND THE FEATURE



ESP
Racing

EXTREME street PERFORMANCE



- ENGINE BUILDING
- ENGINE UPGRADE PACKAGES
- SUPER CHARGER & TURBO PACKAGES
- INSTALLATION & TUNING ON ALL MAJOR AFTER MARKET ECU's
- EXHAUST SYSTEMS
- INHOUSE DYNO FACILITIES
- HOLDEN, FORD, SUBARU, MITSUBISHI & MAZDA ECU REFLASH
- NEW CAR LOG BOOK SERVICING
- CUSTOM FABRICATIONS
- GENERAL SERVICING & FULL MECHANICAL WORKSHOP
- VEHICLE REWIRING
- HEAD AND CAMSHAFT PACKAGES
- ZF 6 SPEED CUSTOM TUNING

TURBOSMART
PERFORMANCE PRODUCTS

PLAZMAMAN
.com

Haltech
ENGINE MANAGEMENT SYSTEMS

Garrett
Turbochargers

ViPEC
Intelligent Performance Engine Controls

171 GILMORE ROAD, QUEANBEYAN • PH: (02) 6299 4444
WWW.ESPRACING.COM.AU • EMAIL: QUOTES@ESPRACING.COM.AU



STFW05_12

www.simmonswheels.com.au



SERIES - ALL NEW FOR 2015
The Genuine Simmons One Piece Wheel

FR1



FR1 1 PIECE Rim also available in 3 piece
001 SATIN BLACK CENTRE
SATIN BLACK LIP CHROME RIVETS
SIZE 17 - 24 INCH (1 PIECE AND 3 PIECE)



FR1 1 PIECE Rim also available in 3 piece
002 WHITE CENTRE MIRROR LIP CHROME RIVETS
SIZE 17 - 24 INCH (1 PIECE AND 3 PIECE)



FR1 1 PIECE Rim also available in 3 piece
003 SILVER CENTRE MIRROR LIP CHROME RIVETS
SIZE 17 - 24 INCH (1 PIECE AND 3 PIECE)



FR1 1 PIECE Rim also available in 3 piece
004 GLOSS BLACK CENTRE MIRROR LIP CHROME RIVETS
SIZE 17 - 24 INCH (1 PIECE AND 3 PIECE)



FR1 1 PIECE Rim also available in 3 piece
005 GOLD CENTRE MIRROR LIP CHROME RIVETS
SIZE 17 - 24 INCH (1 PIECE AND 3 PIECE)



Scan for website



AVAILABLE AT LEADING WHEEL AND TYRE OUTLETS!

www.simmonswheels.com.au



info@simmonswheels.com.au

FORD MUSCLE PARTS

*You Need it
We've Got it*



**SATISFYING
CUSTOMERS
FOR OVER
35 YEARS**



GT Floor Mats
4pc \$69



XT-XY Front &
Rear Armrests

XW XY Top
Loader
Shifter Kit
\$795



XW XY
GT Dash
Kit NEW
as OEM
\$1745



Suspension Parts \$499

XW/XY 36 GALLON FUEL TANK



With
accessories
ISO 9001 2000
Standards
\$780
-MADE BY
FMP

XY GT new
Concours
All Metal
Shaker
\$1095



Unit 2/1 Wirega Ave Kingsgrove NSW 2208

[P] 02 9750 3511 [E] enquiries@fordmuscleparts.com.au

www.fordmuscleparts.com.au



PICS: ERIC TANG

THE OWNER OF THIS XW MAY HAVE BOUGHT IT FOR \$20,000, BUT HE'S SPENT A CONSIDERABLE AMOUNT OVER THAT BRINGING IT TO THIS LEVEL

TWO-UP



With genuine GTs getting rarer and rarer on the ground, we are seeing some very impressive replicas of late. Right up there is this XW 'PHS2GT'. Behind the creation is 39-year-old Tony Kavalieratos. Tony is the director of a towing company—always helpful—but he probably never imagined the car would come this far when he picked it up back in 2011.

Four years in the build winding up this year, the 1970 XW GT replica is mint,

especially considering the car has had over \$140,000 spent on it over the \$20,000 purchase price. Says Tony, "I bought the car from an old man in Victoria who had owned it for thirty-four years. It was in good condition, but because I'm a perfectionist I had to pull it all down and get it to where I was satisfied myself."

Custom Body Works handled the Diamond White, with Nippy Signs responsible for the GT stripes.

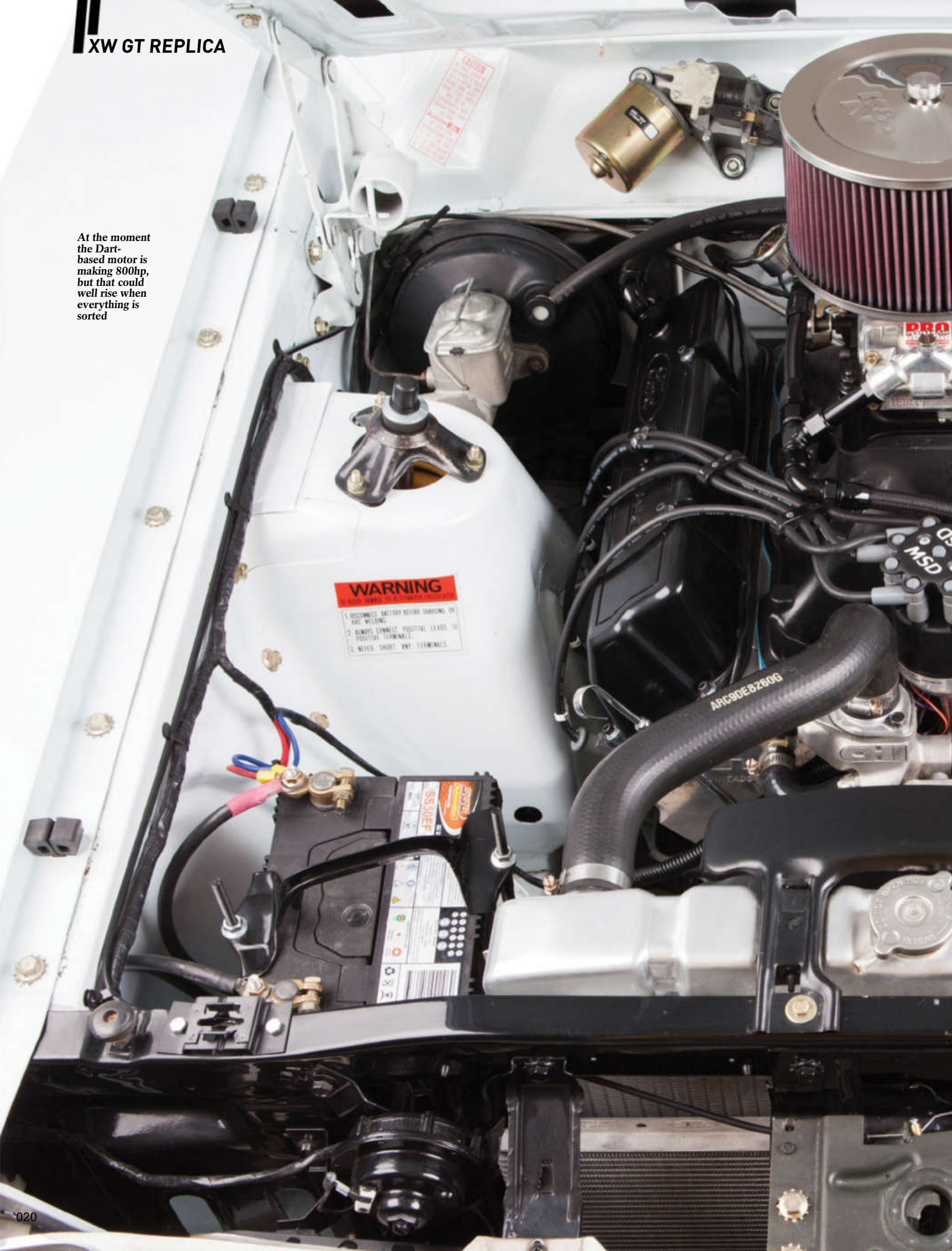
All together the exterior is as minty fresh as you would expect from a rep build of

**"I BOUGHT THE
CAR FROM AN OLD
MAN IN VICTORIA
WHO HAD OWNED
IT FOR THIRTY-
FOUR YEARS"**





At the moment the Dart-based motor is making 800hp, but that could well rise when everything is sorted



**THE END
RESULT OF IT
ALL IS A HANG-
ON-TO-YOUR-
HELL-HANDLES
800HP ON THE
ENGINE DYNO**



Autolite

DRAIN FLUID AND REFILL REGULARLY. ADD APPROVED RUST INHIBITOR.
PRESSURIZED COOLING SYSTEM — USE CARE WHEN REMOVING CAP



You just know this is something special looking over the Diamond White and filter rising from the bonnet



this level. It's probably better than the GTs that rolled right off the showroom floor.

Of course, you can't have a GT build like this without the requisite power output. For that Tony found himself heading down to Dennis from West End Performance for a 434ci Dart block and CHI heads combined with the best components money can buy. The end result of it all is a hang-on-to-your-hell-handles 800hp on the engine dyno.

To cop that kind of driveline pain, Al's Race Glides whipped up one of its famous C4 boxes decked out with all the relevant internal goodies. Shafts were handled by Rick's Tail Shafts, with the Ford 9in the right choice for the rear end.

As you can see looking under the car, it's cleaner than a hospital floor, with brand new factory GT upper and lower arms matched to GT Shop springs for a 1.5in drop at





**"IT WAS IN GOOD
CONDITION, BUT
BECAUSE I'M A
PERFECTIONIST I
HAD TO PULL IT ALL
DOWN AND GET IT
TO WHERE I WAS
SATISFIED MYSELF"**

the front and GTHO springs pulling the bum down 2in. Suspension work was handled by CS Engineering, the monster Simmons in that infamous gold we all know and love.

The resto continues inside with a spankers interior thanks to Elias Motor Trimming in Peakhurst, From the Super Fringe head unit to the restored GT steering wheel, it's a wonderful place to be when you're out on the road... and for a bit of pony play. Matching the new saddle trim are new original carpets and a new saddle roof-lining.

In completed form you can now look over the XW and see the passion and love that have been poured into every panel. This is not a build that has been undertaken in haste. Everything has been down to an A-class level, with details that make the illusion that much more complete.

The car hasn't been shown yet, but expect it to be out and about very soon. After so long trapped indoors for the build, this XW is finally ready to stretch its 800hp legs, and won't that be a sight to see? ■



FORD FACTS

OWNER:

Tony Kavalieratos

VEHICLE:

1970 XW GT replica

PAINT:

Ford Diamond White

STYLING:

GT stripes from Nippy Signs

ENGINE:

434ci Dart-block Windsor eight-cylinder

ENGINE MODS:

Block machined, honed, decked, blueprinted, bored, crack-tested, chemically cleaned and balanced, CHI heads, billet crank and rods, heads ported and polished (flowed to 850hp), GT-style alloy three-core radiator, 80A alternator, MSD dizzy and leads, Digital2 6AL spark amplifier, 950 carbie, CHI inlet manifold

POWER:

800hp

EXHAUST:

four-into-one 2in extractors, mild-steel 3.5in twin with Y-pipe exhaust system with custom Tony's mufflers (x2)

TRANSMISSION:

Al's Race Glides C4, billet shafts

DIFF:

Ford 9in (3.9), Tru-Trac, Strange centre

SUSPENSION:

Factory GT upper and lower arm brand new suspension front, GT Shop Mello springs front, GTHO springs lowered rear,

BRAKES:

Standard

WHEELS/TYRES:

20x8in front and 20x10in rear Simmons polished wheels, 225/35 front and 245/35 rear tyres

INTERIOR:

Restored GT steering wheel, GT buckets front and GT rear seat, new saddle trim and new original carpets, new saddle belts

TUNES:

Super Fringe head unit

COST:

\$160,000

WHO'S RESPONSIBLE:

"Thanks to my beautiful wife Natalie for buying the car for my 35th birthday, my family for putting up with me during the build, all the late nights and weekends spent working on the car, big thankyou to Johnny Taraby from JAT Automotive, who has helped me build this car at his workshop at Prestons, he was a great help and a great mate, thanks buddy, also Mark Holland who works for me, he was a great helping hand during this



THIS IS NOT A BUILD THAT HAS BEEN UNDERTAKEN IN HASTE



Classic Performance

**PROFESSIONALLY
TUNED AND
SERVICED AT**

Dyno Centre

**SOUTH
AUSTRALIA**

EFI CARBURETTOR LPG

RWD FWD AWD

Performance Upgrades

Street and Race Car

Dyno Tuning

Power Runs

Club Days



Factory ECU Remapping

Aftermarket ECU Mapping

Su, Solex,
Weber, Haltech,
Adaptronic,
Motec, Vi-Pec
E85 Tuning

SCT,
HP Tuners,
Sniper,
Tuner Pro
E85 Tuning

**33 Chapman Rd
Hackham SA 5163**

Ph: (08) 8384 2899

www.classicperformance.com.au

email: ashley@classicperformance.com.au

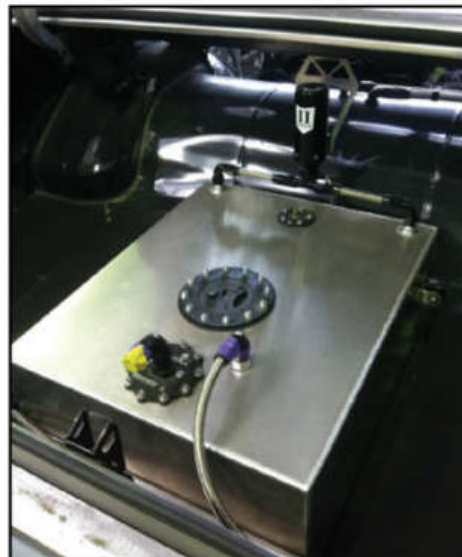
PRO MOD XB

Check out this killer XB that's in the build. This cool Falcon is owned by Tomi; in fact he's owned it for over 15 years. He paid for it the traditional Aussie way, a few cases of beer! Originally the XB had a 302 Cleveland and was light blue in colour. He drove it for several years without any issues and then decided it was time to let loose with a full rebuild. Tomi is a hands on kind of guy and pretty much does all of the work himself aside from paint, engine and gearbox. Ratko his brother designs the custom bits, Tomi then fabricates them with a few mates and this is it so far. He's going for a pro-mod style build with the best of old school looks with later model technology in handling and braking.

The new driveline combo is a BK Race Engines prepped DART blocked 433ci stroker with Trickflow heads, Quick Fuel Technology 950cfm carb and a whole lot more. It punched out a very healthy 679hp! Backing

this up is a Pro Trans built C4 that's fully manualised with a reverse pattern shift and 5500rpm convertor. Naturally a Ford nine inch is up the back with a Strange housing, 3.7 ratio Trutracs centre with 31 spline axles. A triangulated four link rear suspension with Ridetech coil overs, mini tubs and custom floor have also been fitted.

Pulling the XB up are Brembo brakes all round, and the spindles are 2 inches lower than factory. Pacemaker headers along with a dual custom 3 inch exhaust with custom billet tips take care of the gases. You will notice the custom rear stone tray and custom 'aero' under tray panel which looks very trick. Even the front and rear bumper bars have been reworked and reshaped. The 19x8 and monstrous 20x13 inch Simmons complete the look of the tough XB. The light silver is a colour from Maserati whilst the dark silver is from a Mazda. Stay tuned to Street Fords for an upcoming full feature upon completion...





WE WANT YOUR PICS!

Have you or a mate got a Ford under restoration/in the build, about to get restored or just sitting in the shed collecting dust? If yes then we want to see it! Take a few photos and email them to roy@streetfords.com or post any photos you have to us at: Street Fords 37 Carnarvon Street, Silverwater NSW 2128 (please include your return address)



NORTHMEAD AUTO

Check out this cool conversion! The boys at Northmead Auto Centre are in the midst of fitting a Falcon EL with an internally stock Barra 4L. It's being backed up by a stock ZF 6-speed auto and custom fitted Ford 9in diff. They have added a custom Plazmaman intake manifold and will be fitting a custom intercooler also from Plazmaman.

On the turbo side of things, a Precision 6870 turbo has been fitted up. In the braking department 6-pot

Brembo's have been fitted up front. The factory style brakes remain on the rear to allow fitment of 15in wheels. The fuel system is a pair of Bosch 044 pumps and the fuel of choice is the ever popular E85.

The goal is to make 450rwKw with the stock engine and gearbox. Once they cry 'enough' a built motor and box will then be fitted to the EL in the search for much more power!

Stay tuned for further updates as they happen... ■



WE WANT TO SEE YOUR SHED OR WORKSHOP!

Have you or a mate got a shed or workshop that we should see and include in the magazine? It might be a paint and panel shop, engine/mechanical workshop or even a shed/garage full of cool cars in the build, about to be restored or just sitting in the shed collecting dust? If yes then we want to see it! Take a few photos and email them to roy@streetfords.com or post any photos you have to us at: Street Fords 37 Carnarvon Street, Silverwater NSW 2128 (please include your return address)



CONTACT:

**NORTHMEAD
AUTO CENTRE**

PH: 02 9639 6666

TO CENTRE

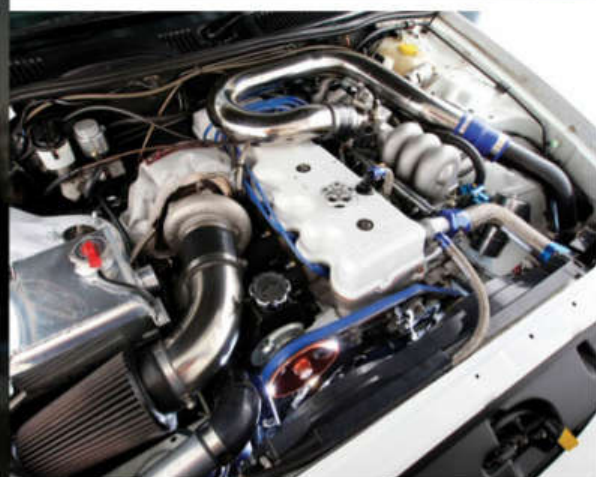


YOUNG GUN!

Ben Brabeck loves his EF Falcon. The 22 year old from sunny Qld, works hard during the day and even harder on his pride and joy. Since buying this Falcon at the tender age of 16, he has transformed it into a cool and tough Street Ford. The bull bar and mud flaps are long gone! It started out as his daily driver but once the modifications began it has since become his weekender.

It's now running a built AU engine equipped with a Garrett T04Z turbo.

So far it has punched out over 400rwhp on BP98. It's backed up by a Tremec T-56 6 speed box and Mal Wood rebuilt factory LSD diff. Ben has the EFI tune sorted with a Wolf V550 ECU fitted by the guys at Real Dyno Performance. The EF rides on 19in Koya Endless wheels and Ben has a few more mods planned as time goes on but for now he's happy to cruise his beloved Falcon...full feature in an upcoming issue. ■



WANTED! STREET FORD OWNERS!

Have you got a pic of you with your pride and joy? Share it with us and fellow readers today. Send us an email including a few pics and some info about your Ford to roy@streetfords.com or post any photos you have to us at: Street Fords 37 Carnarvon Street, Silverwater NSW 2128 (please include your return address)

XYZ RACING!

HIGH PERFORMANCE COILOVERS

BA-BF-FG
Camber Arms



- Dial In Camber
- Reduce or Increase
- On Car Adjustment

\$245



**FREE SHIPPING
AUSTRALIA WIDE
IN STOCK FOR RAPID DISPATCH**

XYZ Coilovers
EA-FG FRONT ONLY



- Perfect for Ute/Wagon
*also fits sedan
 - Height Adjustable Ultra Low to Std Height
 - Full Damper Adjustment
 - Street to Track
 - **2 YEAR WARRANTY**
- Also available in full kit

\$795

XYZ Coilovers
XR-XF



- Bolt in Solution
 - Removes Spring Saddle
 - Height and Damping Adjustable
 - Custom Kings Coil
 - **2 YEAR WARRANTY**
- Also available in full kit for XE-XF - \$1895

\$995

XYZ Coilovers
BA-BF-FG



- Performance Handling
 - Lowest Kit on the Market
 - Custom Kings Rear Coil
 - Height Adjust, Std to Slammed
 - **2 YEAR WARRANTY**
- Also available front only - \$795

\$1595

XYZ Coilovers
EA Live Axle - AU III IRS



- Bolt in Solution
 - Suits Live Axle or IRS
 - Custom Kings Rear Coil
 - **2 YEAR WARRANTY**
- Also available front only - \$795
Also available rear only - \$895

\$1695

XYZ Performance Brake Systems to Suit AU-FG



sizes available:
355mm
380mm
400mm
420mm

Colours available:
Black, Red,
Yellow, Gold,
Polished,
Titanium, Custom

- Extreme stopping power
- Bolt on solution
- ADR compliant & colour options

FROM \$2095*
* Price is for 355mm as pictured

Performance Suspension 5 Link for Utes



- Bolt in solution
- multi link rear end
- fine tune to application

Suits AU-BA-BF-FG

\$4300

ALL BRANDS SUPPLIED



Search: "Performance Suspension"

TERRITORY 2WD AND AWD KITS ALSO AVAILABLE - 2WD \$1595 AWD \$1795

CALL A FALCON ENTHUSIAST TODAY



**WA SUSPENSION
PH: 08 9444 0500**

**CALL NOW OR VISIT OUR
WEBSITE FOR SPECIAL OFFERS!**

14/239 Brisbane Rd
Labrador QLD

**PERFORMANCE
SUSPENSION**

Phone: 07 5529 2366

www.performancesuspension.com.au

PICS: DANIEL WARD

JEWEL OF THE WILD

AFTER 25 YEARS SITTING IN A
SHED, THIS RARE RPO JEWEL
GREEN XA HAS BEEN GIVEN
A NEW LEASE ON LIFE





Project manager Greg Nock (47) has a very rare XA you might not have heard of before. It's a genuine, you-beaut shed find to boot, the kind of legend you only hear about spun late night at the pub. But alas, this is no fairy-tale.

In all, Greg has spent around \$60,000 bringing the XA up to speed. "I'm unsure if that includes man hours," he says. "Eleven years of time and pulling favours from friends is hard to place a price on."

The XA was purchased in 2002 and completed mid-2013. The 1973 Falcon RPO 83 XA is quite unique. Greg has done a considerable amount of research into the history of the car and even has the original dealer receipt from 1973 for \$5439.80. Stamp duty was, wait for it, \$112.50. Falcon GT historian Mark Barraclough went further, discovering this was one of seven Jewel Green XA GT RPO 83 sedans built by Ford Australia.

In Greg's own words, "In 2000 I paid a deposit on a Phase One in South Australia. After purchasing flights and then physically checking the car, I was not happy with the amount of work



The only time the car was shown as at the 2013 GT Nationals. It won Concourse for the RPO 83 sedan class



As you can see, concours-level quality has been maintained throughout. That was very important to Greg

"ELEVEN YEARS OF TIME AND PULLING FAVOURS FROM FRIENDS IS HARD TO PLACE A PRICE ON"



required to restore it, and at that time money was tight and I had none in reserve, so decided against it.

"About a year later I was at a work function and mentioned the story at the bar with a bunch of blokes that I was chasing a GT and had gone as far as SA to look at one. In the group was a guy named Malcom Jensen. He mentioned his brother-in-law (John Wallace) was still in South Australia and if any GTs were around, he would let me know."

Six months later Greg got a call. John had found an XA GT. Greg wasn't really after one, but it was in his budget, so he thought 'why not?'. The deal took around six months to be reached with the original owner, Peter. Greg and his dad drove from

Brisbane to Whyalla with a car trailer to collect the RPO over four days staying at John Wallace's place on the way down.

Cres Ford, where the car was originally purchased from, sold a few RPOs, two that Greg knows of including his and a Yellow Glow two-door. "Unbelievably, the RPO had sat in a shed from 1977 until 2002 when I collected it, so it was only on the road for four years. The dust was that thick you could not tell the colour of the car, the windows had gone white and milky and you couldn't see in it. It still sat on all four original tyres, but they were almost perished off the rims." Greg naively thought a wash, a clean and a few bits and bobs would get it on the road and humming. How wrong he was...

"THE DUST WAS THAT THICK YOU COULD NOT TELL THE COLOUR OF THE CAR"





"We almost lost the RPO as we came into Beaudesert. We could hear banging coming from the trailer. It was around 1am at night. Myself and dad had a look and couldn't see anything wrong, so we continued into Brisbane. It wasn't until daylight the next day we realised how lucky we were. The tow ball had stripped the threads from all the pounding from SA/Brisbane roads and the trailer had almost come away. The banging was the ball and end of the nut hitting the tongue.

"Every piece of rubber had gone to jelly, the engine needed rebuilding, the brakes, etc—everything you touched needed an overhaul or restoring. Even though this is a genuine low-mileage car, being left in a shed unattended for 25 years didn't keep as well as I had imagined." However, "the body would be one of the best XAs you will ever find. It still has every original panel on the car, and no major rust sections were replaced. The engine bay and boot were sodium-

blasted and the lower sill areas were sand-blasted,” but that’s where it stopped when Greg ran out of money and subsequently lost his job in 2003.

After a chance break working overseas later on, Greg thought he might be able to wrap up the build in two years. Well, 11 years later it was done just in time for the GT Nationals in Bathurst. “Russell Scott from New Image Paint and Panel prepared the RPO, did the body repairs and painted it. He did everything possible to rematch the original colour and get the satin looking right. The end result is perfection. Shane Beikoff (Tractor and Engine Spares) built the RPO engine tough and strong. I’m very happy with the end result.

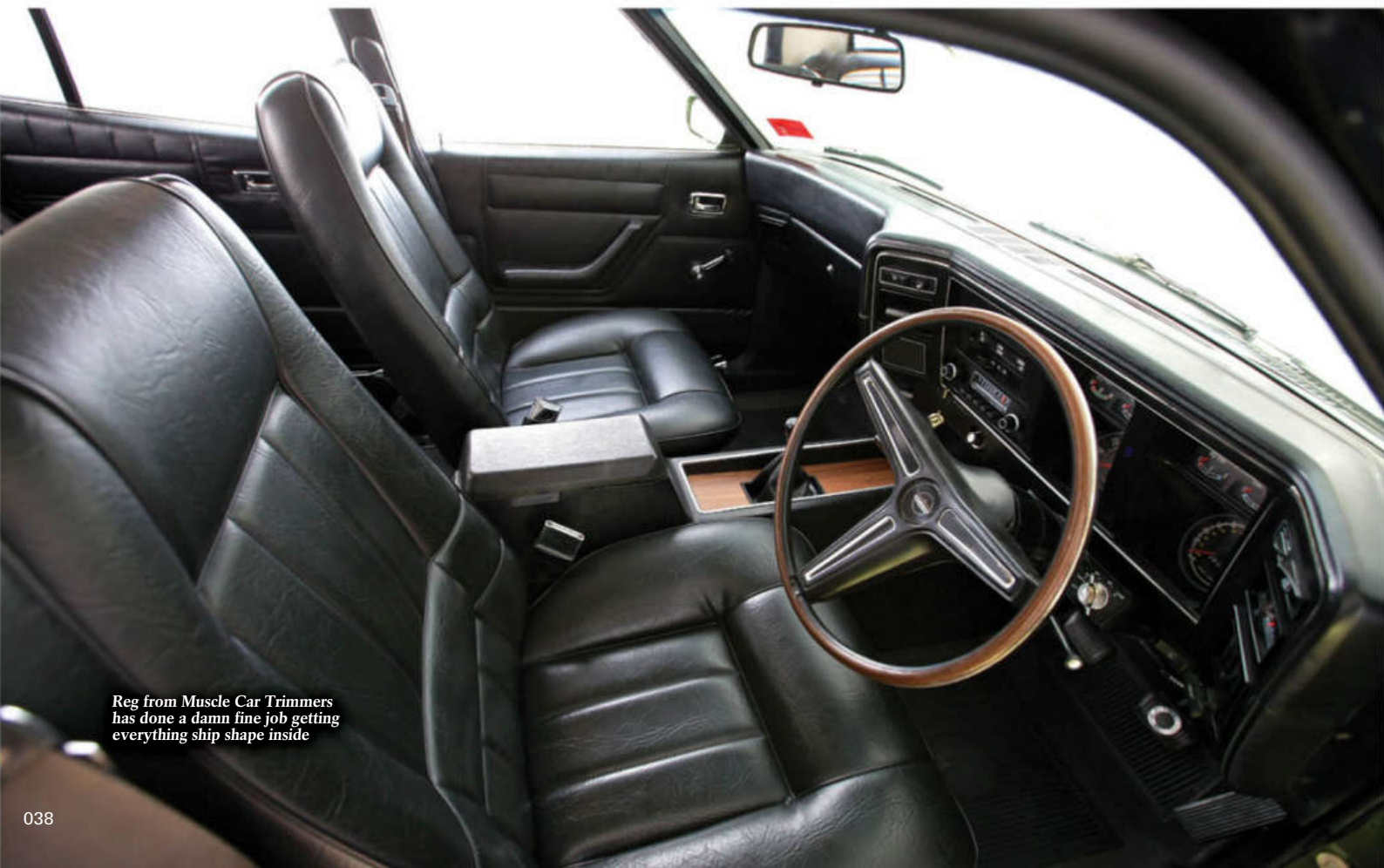
“I had a few teething issues with the engine, having some problems with the ignition and distributor gear, and getting it to idle correctly. I learnt a very valuable lesson: you cannot run a standard distributor gear with a roller cam, having stripped off six teeth after unloading the RPO from the trailer returning from the GT Nationals. It was so unreal it happened at home and not at the Nationals. Literally another 10 minutes running and the distributor gear failed.” Since the GT Nationals

are over, a ready-to-run MSD system was fitted (just to make it reliable) and the original distributor and 780 Holley are getting rebuilt currently by Paul Beauchamp ready for the 2015 GT Nationals in Victoria.

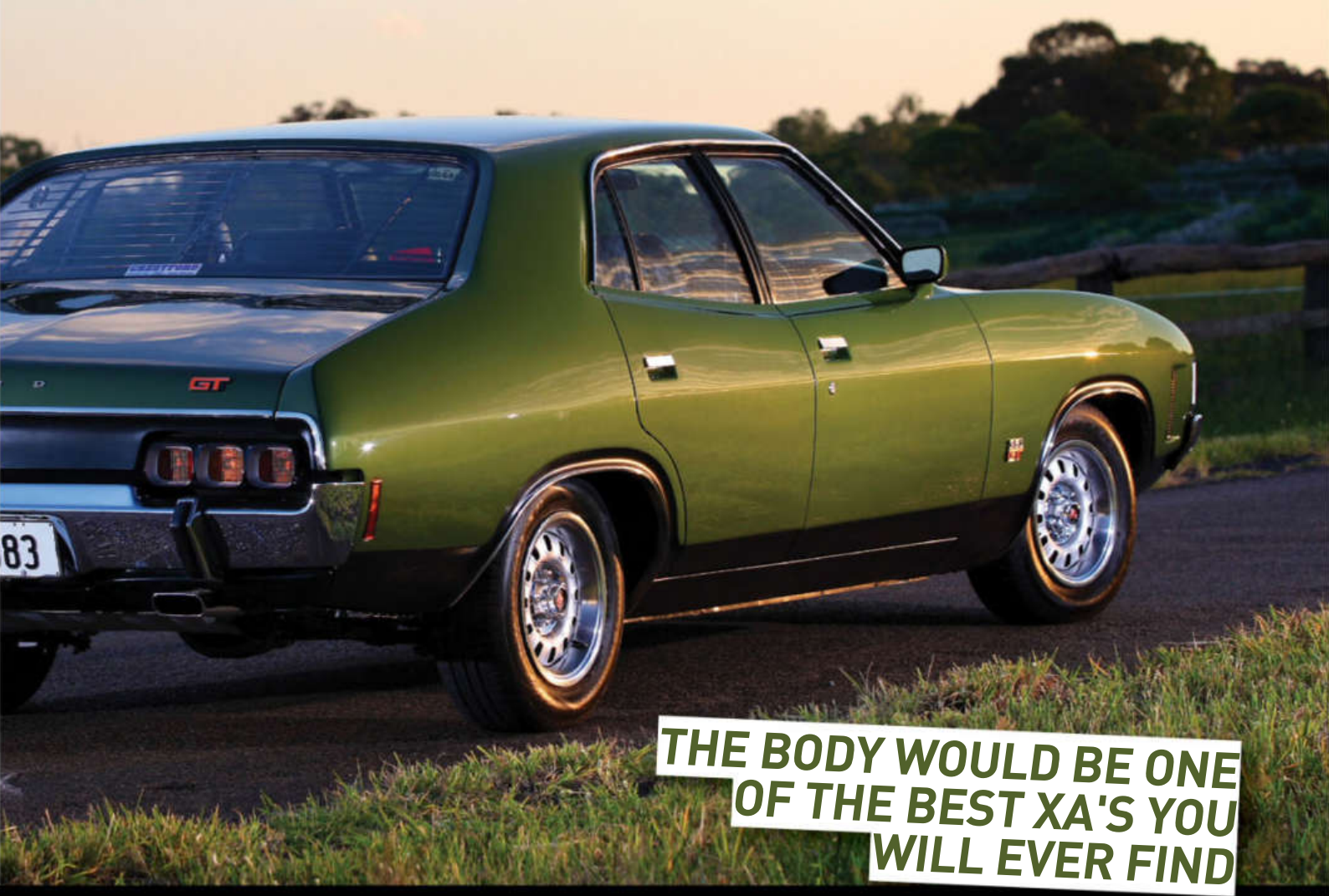
By a chance, one-in-a-billion-meeting, Greg also stumbled upon original owner Peter’s cousin (Shane), who told him his seat while Peter shifted through the gears. The two are still in touch today.

Continues Greg, “The RPO has been a real challenge. Many a time I wanted to give up, sell it uncompleted, but I did persevere. The RPO is something very special to me. I know the original owner, the guy who pre-delivered it, the cousin that drove in the car as a kid and me, the second owner.” Laughs Greg, “I joke with my family I’ll get buried in it.” Well, hopefully not for a while yet, mate...

Thanks: “My RPO would not be finished if it was not from major help from my dad (Jimmy) and good friend Dave Bell/Russell Scott and, of course, my wife Vicki, so a big special thanks to them. Also thanks to Brett Wallace, Kim Brennan, Shaun Yore, Mustang Auto Parts (07 3399 4189), Harrison Early Spares (07 5549 0351), Luke Sutcliffe.” ■



Reg from Muscle Car Trimmers has done a damn fine job getting everything ship shape inside



FORD FACTS

ENGINE:

351 Cleveland eight-cylinder

PERFORMANCE:

550hp at the fly

ENGINE HARDWARE:

Block bored, decked and blueprinted, crack-tested, chemically cleaned and balanced, balanced flywheel with clutch/steel, factory 4MA crank, SRP flat-top pistons, Clevite mains and rod bearings, ported and polished heads, three-angle valve grind, bronze guides, dual Comp springs and retainers, Grower roller lifters, ARP fastener kit, Yella Terra rockers, TRW oil pump, three-core radiator, Lucas 55A alternator, Phase 3 type harmonic balancer, standard Phase 3 type/RPO oil pan, 8350 MSD ready-to-run ignition system, leads and coils, factory Holley HP manual secondary carburettor (780), mild steel exhaust system with ceramic-coated headers and 2.25in twin exhaust out to original GT tips, Lukey high-flow mufflers x2

DRIVETRAIN:

Ford top-loader four-speed rebuilt by Duncan Hore, twin-plate clutch, 3in driveshaft, Ford 9in 3.25 diff

SUSPENSION/BRAKES:

Standard RPO suspension front with 20mm swaybar, leaf spring rear suspension, standard front disc brakes front and standard Ford drum rear with large finned drums, Bendix brake pads

WHEELS/TYRES:

Ford 12-slot wheels (14x7in)

BODYWORK:

PPG Jewel Green with base coat clear coat and black satin blackouts, XA GT factory bodykit

INTERIOR:

GT Ford steering wheel, lap sash seatbelts, black GT styling, white headlining, 7000rpm tachometer as per 1973 dash, XA GT style gauges, Pioneer head unit, Kicker speakers front and rear, custom install in glovebox and using all factory speaker grilles in kick panel

MAKE YOUR ENGINE SCREAM

Products and Services Available:

- Off the shelf 6-71 or 8-71 kits to suit Small Block Cleveland and Windsor with 2V or 4V heads
- Custom Cleveland Supercharger kits to suit Trickflow, CHL, AFD, Edelbrock or AFR Heads
- Billet manifolds and accessories made to order
- Billet crank supports and balancers for blown Cleveland or Windsor applications
- ½", 8.00mm or 14.00mm Belts in various lengths
- ½", 8.00mm or 14.00mm pulleys or pulley kits in various sizes and ratios
- Aluminium block and head machining
- Supercharger repair and reconditioning service available

Australia's Premier
Supercharger
Kit Supplier and
Manufacturer.



Over
20
YEARS
Racing
Experience



(p): (02) 9604 5863 31 Chifley St, Smithfield NSW 2164 Australia
(e): engineering@newby.com.au (w): www.newby.com.au

NE
NEWBY
ENGINEERING

INTUNE MOTORSPORT



**SYDNEY'S ONLY LATE
MODEL FORD SPECIFIC
PERFORMANCE WORKSHOP**



- « Performance packages
 - « Flash tuners
 - « Exhaust systems
 - « Intercoolers
 - « Supercharging
 - « Dyno tuning
- « Cold air intakes
- « All performance parts in stock
- « Suspension & driveline upgrades

Specialising in performance with over 20 years experience Tuning and power upgrades for your Falcon.



Unit 3 - 15 / 17 Tucks Rd, Seven Hills, NSW 2147 Ph: 02 9620-8320

intunemotorsport.com.au

ANTHONY
BRIGGS' TF
CORTINA HAS
PROGRESSED
FROM HIS FIRST
CAR THROUGH
SEVERAL STAGES
TO BECOME THIS
X275 WEAPON
WITH A TURBO
BARRA MOTOR

WORDS BY SAM HOLLIER
PICS BY SCOTT PADDY



BRIGGS AND ST



STRAIGHT-LINES



The engine is a rebuilt Barra DOHC 4L with a Garrett 80mm turbo. It makes 780rwhp with 29psi and the car's licencing pass was 9.20@150mph with a lazy launch. Anthony is now on the hunt for low eights in the X275 class

“I got this car when I was 17 and it was a Cortina because my old man wouldn't let me get a V8, so I picked the smallest car with the biggest 6-cylinder available” begins 43 year old welder Anthony Briggs. Having owned it for so long it has been through quite a few changes including different colours from bronze to orange to the current blue, and it has evolved from a teenager's road car to a grown man's weekend race car.

It has also had a number of engines, most of them based on the Crossflow 6-cylinder that Ford offered in these cars to begin with. He ran a tough aspirated combination that ran 13.9sec on the quarter mile and then a turbo-carby setup that confused him by only managing a 14.6.

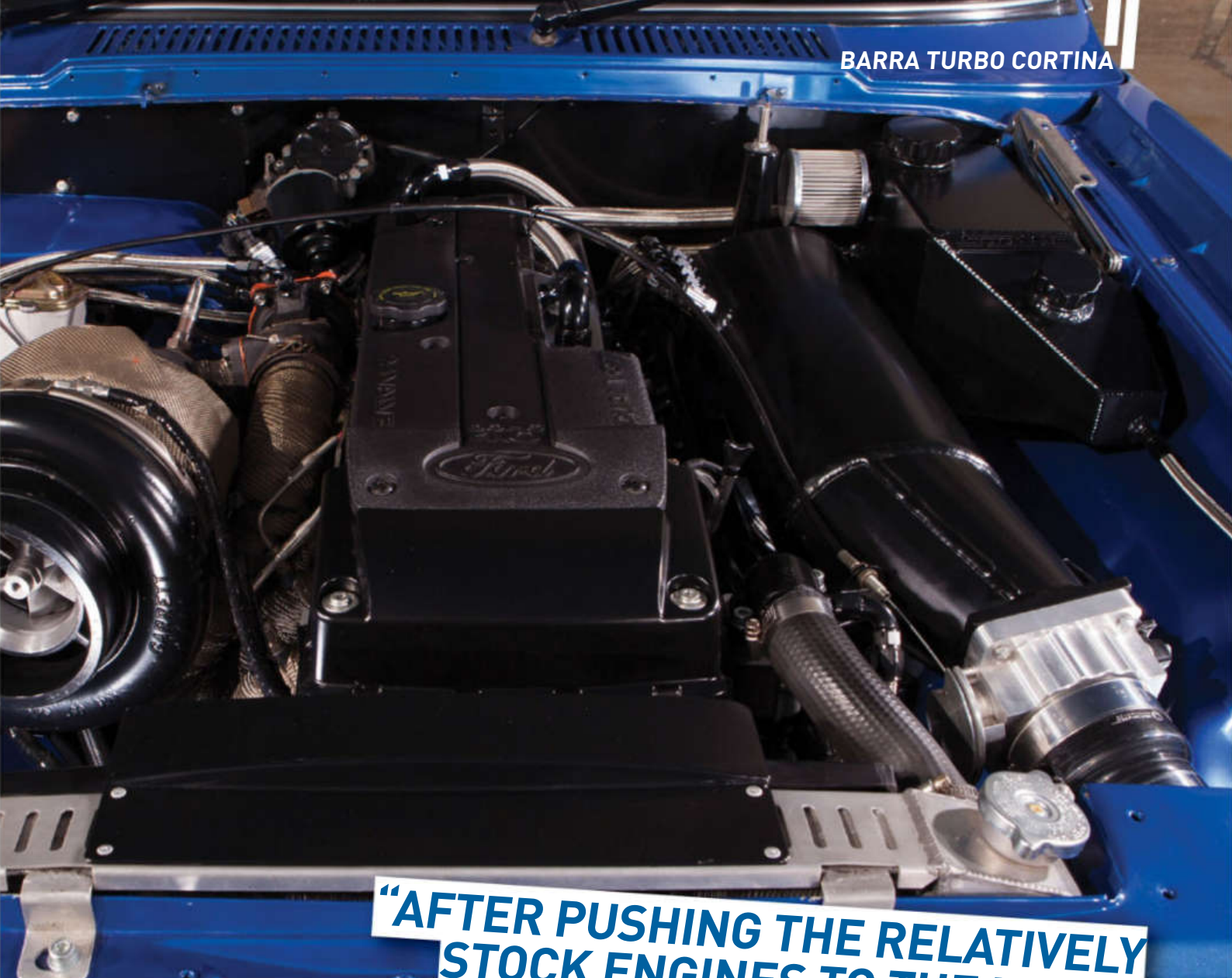
A switch was then made to EFI and lots of development was thrown at

the Crossflow. “Terry at Paramount (Performance) was called upon to help with getting the injection to work and with help still provided by MTQ and Cylinder Head Dynamics saw the car run a best of 9.70@139mph ten years ago.” It came to an abrupt end though.

“After pushing the relatively stock engines to the limits I had major failure at Willowbank seeing motor oil going under the rear tyres and the car hitting the wall. Everybody evolved put their heads together to come up with a plan and it was decided if we want to fight a war we need technology and that came in the form of replacing the Crossflow with a double overhead camshaft Barra motor. So work was started, the car sent to get repaired after mishap at the strip and research on what to do with engine transmission combo.”



The car sat in the shed for nine years after the Barra conversion started because life just got in the way for a while



"AFTER PUSHING THE RELATIVELY STOCK ENGINES TO THE LIMITS I HAD MAJOR FAILURE AT WILLOWBANK"



BARRA MONDAY

This all happened about a decade ago when the “Barra motors were pretty new to the scene and information was hard to find on what to do, so all the main players that were helping at the time all had input; Paramount Performance, Cylinder Head Dynamics, MTQ, Abbott Engines and 6Boost. All fab’ work had been started by myself; plenums, intercooler, manifolds, pipe work, sump etcetera” he says.

The “next problem was on fitting the engine in the engine’s bay and the transmission in tunnel. Jason from JAS Race and Resto and Scotty from Excel Panel and Paint came to help and modified the firewall and tunnel to make it look like it was meant to be in there. Then all progress stopped; family problems and finance issues had halted the project for nine years after most of the work was complete.”

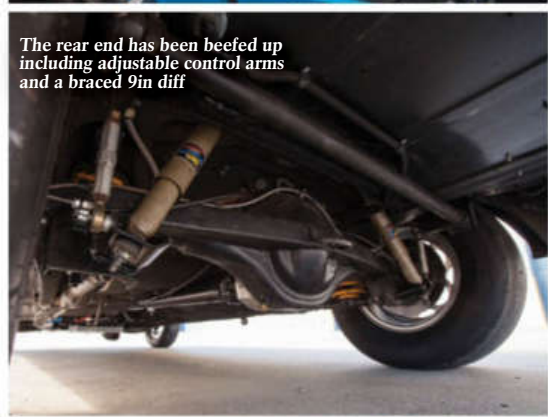
RESTART

“The motor was machined and prepped thanks to Robbie at Abbott Engines, the head work and engine assembly done thanks to Jamie at Cylinder Head Dynamics, and it was all just sitting in there with car in the shed waiting for the day it would be worked on again” Anthony recalls.

“That day came when Danny and Andy from Spot Performance and Fabrication heard about the car sitting dormant from one of their customers. They wanted to get on board and help out to get this thing going, seeing as that potential sitting there was a waste. So a deal was struck and car was shipped to their workshop to get the car to start up stage the Spot On boys organised Chris from 12 Volt to rip out and re-wire the car adding a lot more technology with a Holley dominator, new



The rear end has been beefed up including adjustable control arms and a braced 9in diff



For more accurate boost control quite a number of turbo drag cars are now using CO2 gas to actuate the wastegate



Anthony has owned this TF sedan since buying it as his first car at the age of 17





"IT WAS ALL JUST SITTING IN THERE WITH CAR IN THE SHED WAITING FOR THE DAY IT WOULD BE WORKED ON AGAIN"



ECU and sensors to try keep an eye on the new set up."

With that done, "Ashley, a friend of the Spot On boys, was called upon to get the car to fire up and to get a running tune in the car." Unfortunately there were "dramas again; it blew a rear tyre on the dyno while making around 700 horsepower and did some real damage to the back of car. The car came home to get repaired by Scotty at Excel Panel and Paint again." Additionally "good friend Warren from Lee Brothers upholstery said they were keen to give the inside a quick facelift."

"With most things repaired and modified the next step was to try sort the upgraded ECU stuff. This is where Terry from Paramount was once again called upon to finish off the changes and get a tune in the car. After few days at Paramount it was ready for a quick run up on the dyno; 780rwhp with 27psi and ready to go to the track for a licensing pass."



“HOPEFULLY THESE CAN ALL BE SORTED TO GET THE CAR LOW INTO THE EIGHT SECONDS ZONE AND BE COMPETITIVE IN X275”

FORD FACTS

OWNER:

Anthony Briggs

VEHICLE:

1981 Ford TF Cortina sedan

PAINT:

Fiji Blue Pearl metallic

BODYWORK:

Hole for front-mount intercooler

ENGINE:

Barra DOHC 4L 6-cyl

ENGINE MODS:

Grout-filled and re-machined block, nitrided standard crank, mains girdle, Howard's billet rods, Mahle pistons, Total Seal rings, 9.5:1 static comp', custom oil pan, Atomic Performance flywheel, oil pump, and timing chain, custom adjustable cam gears, 14mm head studs, ported head, Ferrea valves, Performance Springs valve springs, titanium retainers, custom billet cams (0.49in lift, 226deg dur @0.05in), six ID2000 (2000cc/min) injectors, custom intake plenum, PWR front-mount intercooler, Garrett turbo (80mm compressor wheel), CO2-activated boost control, Holley Dominator EFI ECU

POWER:

780rwhp (29psi), 9.20@150mph

EXHAUST:

6-into-1 high-mount manifold, 3.5in dump

TRANSMISSION:

Rossler Terminator 6 Powerglide 2-speed, transbrake, Transmission Specialties bolt-together 5,000rpm converter, 3in chromoly tailshaft

DIFF:

9in, braced housing, Strange PRF180 carrier with Detroit Locker centre, 3.5:1

SUSPENSION:

King Springs coils and Monroe shocks front and rear, standard front layout, adjustable-length rear control arms with rose joints, custom rear sway bar with rose-jointed links

BRAKES:

XA front discs and HQ calipers, BA rear discs and calipers, braided lines

WHEELS/TYRES:

Champion Cap5 15x4in and 15x8in, Mickey Thompson Sportsman 26x7.5in and ET Street 275/60

THE RESULTS

After so much time in the build (and in the shed) Anthony got the car out on the track and he says the “first full-power pass (was a) 9.20@150mph with some pretty slow sixty footers. A few gremlins have set in over the next few test and tunes but hopefully these can all be sorted to get the car low into the eight seconds zone and be competitive in X275.” ■

INTERIOR:

Safety cage, RPM front seats, RCi 5-point harness, Saas wheel, custom dash fascia with Racepak UDX instrumentation, custom switch panel, custom upholstery and carpet

ANYTHING ELSE:

Fuel cell and battery in boot

COST:

“Too much”

WHO'S RESPONSIBLE:

“Thanks to Tony and the boys MTQ, Jamie at Cylinder Head Dynamics, Danny, Andy and the boys at Spot Performance and Fabrication, Terry at Paramount Performance, Robbie at Abbott Engines, Scotty at Excel Panel and Paint, Jason at Jas Race and Resto, Chris at 12 Volt, Warren and the boys at Lee Brothers Upholstery, Johnno at Steerite, Kenny at Hardy Spicer, and all my mates that never let me down; Ricky, Jamie, Rob, Ashley, Steve, Anton, Jason, Jerry, family and whoever else I've forgotten that's helped me over the years”



“Night driving is much safer with **2 more seconds to react.**”

Philips X-tremeVision Plus Up to 130% brighter light

Philips Xtremevision Plus light bulbs are the brightest you can buy. They outshine all other car lamps with up to 130% more brightness* and a superior beam length of up to 130 metres. So you see further, react faster and drive safer.

innovation  you



100
years
of automotive lighting

*Compared to a standard lamp



Globe fitment guide www.invisionsales.com/lighting/application
Available with expert fitting and advice from

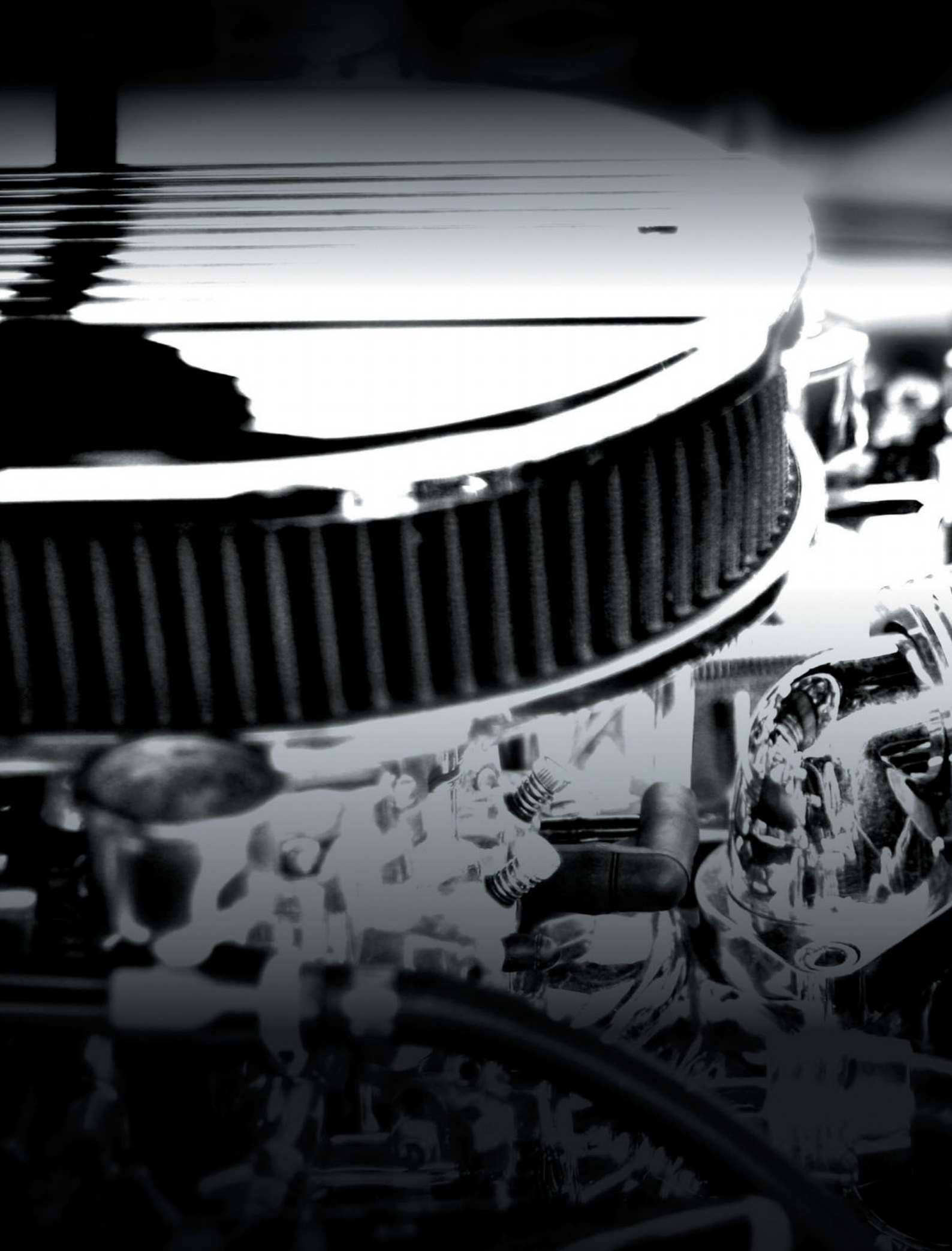


PHILIPS

street **FORDS**







SIDCHROME®

440 PRO SERIES

MORE GRUNT FOR YOUR GARAGE

SIDCHROME 440 SERIES – SERIOUS PERFORMANCE

Need more grunt in your garage? The Sidchrome 440 Pro Series was designed to ensure maximum performance.

The Ring End features the TORQUE PLUS system, where the contact is concentrated on the flats of the fastener, not the corners. This provides greater torque and makes tightening easier.

The I-Beam shank also helps increase strength and torque – the tensioning load is spread over a larger surface area, so the spanner distorted gradually so no brutal breaking likely to injure the user.

The Open End features the ANTISLIP design – a locking groove prevents slippage and knuckle injury.

AVAILABLE FROM ALL GOOD SIDCHROME STOCKLISTS NATION WIDE



sidchrome.com.au



facebook.com/sidchrome



WIZARD



YOU WON'T FIND AN OLD MAN BEHIND THE CURTAIN, BUT
YOU WILL FIND A BEAUTIFUL EXAMPLE OF A FORD CLASSIC

PICS: DANIEL WARD

OF OZZ

SURVIVOR



Yes, the new and mod Cobra is all well and good, but we also know it simply cannot compare to the original and, arguably, still the best. That said, finding an original can be a task fraught with both danger and time-wastage. There are many a crook out there looking to swindle young players, but thankfully 43-year-old mechanic Jamie Sheppard knew precisely what he was getting into when he bought this model in 2003.

For Jamie, it's been a long love affair with the limited-edition classic: "I have


wanted to own a Cobra from a young age (14) and in the early days was planning to purchase an XC Coupe of any kind and build it up into a Cobra replica. However, while searching for a coupe I stumbled across this factory built and numbered Cobra in the local trading post. Was it too good to be true? I went out for an inspection and verified it was genuine. I then had a two-week negotiation with the owner before driving it home."

The car is a great find. It is not the cleanest of examples and does need some work, but everything is in perfect



There is a reason why this model is so beloved by almost any age group. It has a real muscle car presence on the road





Everything has also been kept largely factory inside right down to the AM radio



"PARTS FOR THE RESTORATION HAVE BEEN COLLECTED OVER THE PAST FEW YEARS IN SWAP MEETS AND THROUGH EBAY"



"WE DROVE THE COBRA FROM BRISBANE TO MELBOURNE FOR THE 25TH ANNIVERSARY AT THE FORD FACTORY IN 2003 WITH APPROXIMATELY 52 OTHER COBRAS"





The engine has been kept largely standard bar the 351 stroker upgrade



working condition and all the factory elements are there. The only real points of modification are the 2in-lowered King Springs to drop the car a bit and the 351ci stroker internals moving up displacement from the factory 302. Through a mild-steel system, the Cleveland does not disappoint. There is a certain held anger to the sound that you just cannot get with a modern eight. It's the kind of aural song only true enthusiasts know well and is one of the many reasons why people keep coming back to this model.

Says Jamie, "We don't enter a lot of car shows. It gets used for local cruises and local charity car events." The important element, however, is that it does get used. It isn't relegated to die a slow death collecting dust in a shed like most of these Cobra classics. No, a car like this was made to be driven, and that is precisely what the Sheppeards intend to do with it.





"I HAVE WANTED TO OWN A COBRA FROM A YOUNG AGE (14) AND IN THE EARLY DAYS WAS PLANNING TO PURCHASE AN XC COUPE OF ANY KIND AND BUILD IT UP INTO A COBRA REPLICA"

"We drove the Cobra from Brisbane to Melbourne for the 25th anniversary at the Ford factory in 2003 with approximately 52 other Cobras." It was quite the event, with Jamie's car in particular drawing its fair share of attention given what a great, real-world example it is. It may not have the spit and polish of the big-money restos and modified examples, but it does have a charm all its own that instantly brings a smile to your face.

"This car is unrestored, but we have plans for a future restoration. Parts for the restoration have been collected over the past few years in swap meets and through eBay. Our intentions are to bring it back to look factory."

With the restoration planned then, all that's left is for Jamie and Jenny to enjoy it until the big day, and hey, it's pretty hard to wear a frown whenever you're behind the wheel of something as historic and beautiful as this. ■

FORD FACTS

OWNER:

Jamie and Jenny Sheppard

VEHICLE:

1978 Ford Falcon Cobra

PAINT:

White/blue

STYLING:

Standard

ENGINE:

351ci Cleveland eight-cylinder

ENGINE MODS:

351 crank and rods upgrade

POWER:

N/A

EXHAUST:

Mild-steel twin exhaust

TRANSMISSION:

Four-speed toploader, twin-plate clutch

DIFF:

9in

SUSPENSION:

King Springs

BRAKES:

Bendix brake pads

WHEELS/TYRES:

Factory Globe wheels 15x7in, Bridgestone Turanza ER30 225/60 tyres

INTERIOR:

Factory

TUNES:

Factory AM

COST:

Ongoing

WHO'S RESPONSIBLE:

Owner



Valvoline

MAN LIKE HORSEPOWER



VALVOLINE SYNPOWER
flows faster to all parts of the engine
for the power man instinctively craves.

SYNPOWER.COM.AU



Apple, the Apple logo, and iTunes are trademarks of Apple Inc., registered in the U.S. and other countries. iTunes is for legal or rightholder-authorized copying only. Don't steal music.

NUMBER GAMES



BIG NUMBERS AND ONE SELF-INFLICTED DISASTER WERE THE HIGHLIGHTS FROM THE TORQUE TIME SOUTH EAST QUEENSLAND ALL FORD DYNO DAY AT REAL DYNO PERFORMANCE

WORDS BY SAM HOLLIER PICS BY DANIEL WARD





Paolo - 128DVS made 1011rwhp

Event organisers Torque Time held a South East Queensland All Ford Dyno Day at Real Dyno Performance and there were some spectacular numbers achieved. Open to all rear-wheel drive Fords the vehicles were split into four classes; turbo V8, supercharged V8, aspirated V8 and turbo 6-cyl.

For \$60 entrants got two dyno runs and a printout, and there were plenty of car owners keen to see how their machine compared to all the others. There was also a power guessing competition, a bit like dial-your-own racing, where owners took a stab at predicting what number they'd see on the Mainline rollers. The most accurate estimate was within 0.2hp closely followed by 0.3hp.

Cars were allowed to run without an air filter if the owner so chose, but that turned out to be a terrible decision for one. This was also the event where a turbo sucked in so much air so quickly that a chrome cover for the power steering cap was pulled off by the draft and it very promptly shattered the turbo and caused some undetermined amount of damage to the engine. We won't embarrass the unfortunate soul by naming them, but if you went looking for it on Youtube (search; "Turbo letting go at Torque Time Dyno Day") you'd find it easy enough.

The event was open for family, friends and anyone else to come along and watch for free, plus there was food and drinks available and some of the sponsor's products were on display as



Mike's FG belted out 523rwhp



WAS310 made 651rwhp



This is the engine bay of the car that sucked in a cosmetic cover for the power steering cap. It made over 954rwhp before disaster struck, shattering the turbo





**THERE WERE TWO ENTRANTS
THAT MADE OVER 1,000HP AT THE
REAR WHEELS**



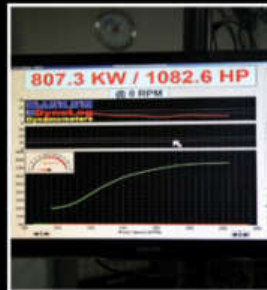


Ben's FG Ute made 455rwhp



well. The comments on social media reflected the mood of most at the event and it was certainly a positive experience for everyone who had something to say about it.

Some of the power figures were very impressive and others were absolutely spectacular. There were two entrants that made over 1,000hp at the rear wheels and they were Paulo Boni's turbo 6-cyl



KOOPA punched out 479rwhp





**FORDS WERE SPLIT INTO FOUR CLASSES;
TURBO V8, SUPERCHARGED V8,
ASPIRATED V8 AND TURBO 6-CYL**



FORD DYNO DAY



Mark's twin-turbo V8 XW, built by TOCA Performance, pumped out the biggest number on the day with a best run of 1,082.6rwhp

black FG (128DVS) with 1,011.8rwhp and Mark's twin-turbo V8 purple XW (OHP500) with 1,082.6rwhp. Meanwhile Mr Unfortunate made over 950rwhp for second in class and third outright and there were lots of other big numbers as well.

Torque Time would like to thank Bowden's Own and Versus Wheels for the prizes and their sponsorship of the South East Queensland All Ford Dyno Day, and Real Dyno Performance for dedicating an entire day on the weekend to hosting the event at their workshop. ■

James made 627rwhp



THERE WAS ALSO A POWER GUESSING COMPETITION, A BIT LIKE DIAL-YOUR-OWN RACING



V-TEX^{by} PACEMAKERTM



A DIVISION OF
PACEMAKER AUTOMOTIVE

*All PACEMAKER components are available with CERAMIC COAT the most advanced and durable ceramic coating available.

Give your engine the PACEMAKER performanceTM advantage - made from durable 409 stainless steel with unique rolled "double skinned" mufflers and our newest innovation the patented hi-tech gas accelerator merge - V-TEXTM



V-TEX
CROSSOVER PIPE
+10% FLOW

*over a conventional merge



PACEMAKER
AUTOMOTIVE

**Race Bred
Performance**

Call your Local Distributor for Stockist

SA & NT - 08 8443 4265
NSW & ACT - 02 9623 2480
QLD - 07 3451 7888
VIC - 03 9706 6554
WA - 08 9414 8666
TAS - 03 6334 1014
NZ Wide - 0800 288 623

www.pacemaker.com.au

HEAD LIGHTS

TAIL LIGHTS

<http://www.MarsPerformance.com.au>



It is...

MARS
PERFORMANCE

Australia's No.1 Performance Lighting & Plastic Bodykit Dealer!

FULL
BODYKIT OPTION

**WHEELS
& TYERS**

MARS
PERFORMANCE PTY LTD
VMR wheels
PERFORMANCE LUXURY ALLOYS

FRONT BUMPERS

REAR BUMPERS

GRILLS

BUMPER LIP - DIFFUSER & SPLITTERS

REAR SPOILERS

CARBON PARTS

FOG LIGHTS

MIRRORS

**SIDE FENDER / SKIRTS
& DOOR MOULDS**

**LIFE TIME
WARRANTY!**

BONNET & TRUNKS

DRL LIGHTS

HID/XENON LAMP

HALOGEN LAMP

INTERIOR LED & NUMBER PLATE LIGHTS

CORNER & TURN SIGNAL

BMW ANGEL EYES MARKER

MARS
PERFORMANCE PTY LTD

Tel : 03 9543 7778
Fax: 03 9543 7779

Address: 480 Clayton Road, Clayton, VIC. 3169, Australia
Email: Sales@MarsPerformance.com.au



WORDS & PICS BY JEFF LILLY

HEADERS MADE EASY

IT USED TO BE THAT FABRICATING ONE OF A-KIND PARTS LIKE A SET OF HEADERS FOR YOUR CAR WAS A DREAM OF SORTS. THIS IS NOW A REALITY WITH THE ICE ENGINE WORKS HEADER BUILD KIT WHICH MAKES IT A SNAP TO BUILD YOUR OWN WITH A FEW COMMON TOOLS IN YOUR SHED.

Our candidate for a custom one off set of headers is a 1970 Mustang. This car will feature an all-alloy 351W putting out 750 HP and backed by a 4 speed 480LE GM automatic transmission. The custom Ford 9 inch will have 35 spline floating axles. This project is from Australia so we aptly named it the "Out Back Fastback"

1. The ICE engine kit comes with all you need to build a set of beautiful one of a-kind headers and is available in whatever diameter pipes you need for your particular application

2. As seen the individual pieces snap together like Lego pieces with different angles to snake around components and inner guard/

suspension parts. These come in 2, 3, 4 and 6 inch radius pieces to make any tight or large radius



3. With the rubber starter modelling adapter you simply tighten to expand it in the cylinder port to hold the pieces in place

4. Here we go. The engine bay is stock with the mock up 351 alloy engine sitting in position and ready to flow some serious exhaust

5. As seen this particular project is being converted to a right hand drive for an Australian client so the steering shaft is angled with some Borgeson joints. This is one of the main reasons a custom exhaust is needed

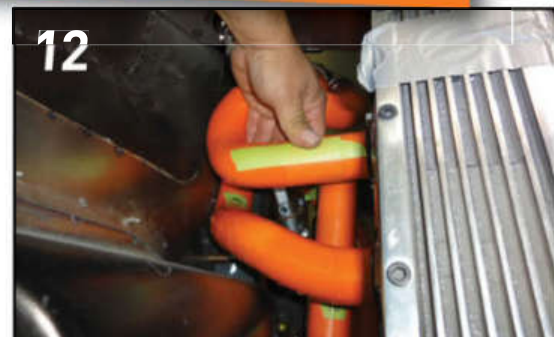
6. Over the years we have built a few jigs that keep everything aligned and the Y-collector is our first positioning part. The goal with the collectors is to position them so they give the best clearance while allowing maximum space for the 3 inch tubing coming off of it. In our particular application we are building a Tri Y design which incorporates a step header system. We start with 1 3/4in tubing for 10 inches then 1 7/8in from there on down to the Y-collector. This is the ultimate for maximum horsepower and torque. As seen our square port flange will get bolted up to the heads to start the process

7. Our jig holds up the Y-collector with the proper clearance and angle for best flow. Plenty of space in and around the trans and frame rail is best but not always available in some situations. That is why having jigs to hold items in place is best. We actually start with the tube and cylinder that will be the farthest away meaning distance and or tube length as this will dictate what the minimum length will have to be for each of the other tubes. After that one is mocked we proceed to make the other three the same distance by manipulating the tubes with different turns and angles to try and match the same length as our first

8. We have the flange bolted to the cylinder head and we are ready to go

9. You can purchase straight "starter tubes" coming off the flanges if clearance allows. In our case we have square ports and there is very limited space so Lou opted to fabricate his own, " see next caption" so we will start with the expandable modelling adapters and then form our square starter tubes from tight radius tubing





to match our square ports. We also chose 2 inch radius blocks to get the tubes as tight to the block as possible. We simply attach one piece on to the next twisting and turning until we get our proper shape to clear every component. They are all made in one inch increments so you can count the pieces to know you have equal length tubes for each cylinder

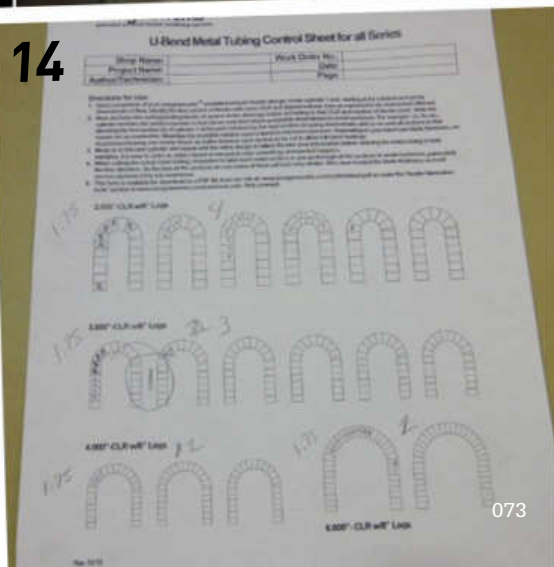
10. All tubing comes round so we built a forming tool that allows us to reshape the tube ends to fit our square ports. A few light hammer taps and she will match the flange dead on. When you have tight spaces like our project it forces you to make your own starter tubes from tight radius tubing

11. Once all the pieces have been added and clearance is optimum we can go on to building the headers in steel

12. In case the mock ups will be sitting in your shop for a while until you can get your tubing it may be a good idea to place tape on the tubes to be sure no movement will take place. You can also super glue them together for permanent moulds when you will be using them to duplicate many sets like in a race team situation or common engine/trans/car combo

13. As seen we taped a 1/2in spacer in place on the steering shaft to rotate it 360 degrees to be sure clearance was optimum

14. The supplied control sheet allows you to compare the individual pieces used in your mock up so you can order the correct amount of bends and tubing to build the pipes. It is a thorough check list for professionals and or a novice to be successful



15. The PIV 1000 cutting plate allows you to place the forming blocks in the exact location for square cuts

16. As seen we are using the 2 inch block. Each angle block is marked clearly to allow easy comparison with sizes to achieve dead on precise cuts per our mock up

17. The modelling blocks have little arrows and reference bumps to show you the turns and angles in order to achieve the same results on your metal tubes. We marked one black for you to see what we are discussing. In order to achieve a duplicate part simply match the model to your cut tubing and mark it at the same reference bump or arrow and "voila" you have a match

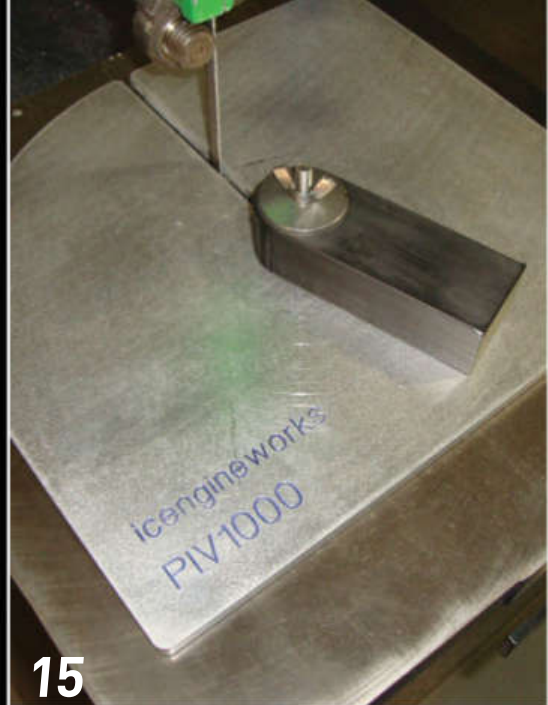
18. Simply place the correct block that matches the mock up and line up the band saw to cut precise

19. After we cut the end on the matching radius we lay the mock up on top of the tube and mark accordingly

20. We use a tubing cutter to score the metal which provides us with a nice precise line on the tubing. This way there is no mistake when cutting on the band saw

21. As seen, no one could over-look the line which allows a perfect eyes view during the cutting process

22. After cutting some pieces to match our mock-up we tack welded a few of them and we have an exact duplicate. No tubing gets final welded until it is fit in the car and matches our mock up perfectly. As seen, the #10 shows where our first 10 inches of 1- 3/4 tube ends. At that point we will start the 1- 7/8 for our hi-po step up design



15



18



19



16



17



20

21



**THIS PROJECT IS FROM AUSTRALIA
SO WE APTLY NAMED IT THE "OUT
BACK FASTBACK"**

22



24



25



23

23. As seen this is what you want, all tubes fitting exact, three tack welds is adequate.

24. Once we get the pieces cut we always deburr the inside as this provides the best possible fit. Remember this above all things in the world of fabrication "Good Fit, Good Welds, Bad Fit, Bad Welds"!

25. Using the ICE tube clamp it keeps the individual pieces together for hands free tack welding

26. We continue on until we have a set of headers made in steel. Once we know the headers fit as per the mock up we pull the engine then bolt the headers up to the heads which keeps them in the

properly held configuration. The starter tubes remain tack welded only to the flanges while we weld up as many tubes as we can. Once the majority of welding is done we cut the starter tube tacks so we can finish the back sides of any tubes we needed to get access to. Then they are put back in place, tacked where they final fit and then removed again to permanently weld the starter tube ends to the flanges for one piece headers

27. Another one of the things we like to do is tack weld a brace between the left and right header Y collector tubes to stabilize the headers at the very end while we weld the tubes

26



27



28. A sample weld shows what we are after. Flat and pretty. This way if you coat them they look nice and if you want to grind them it is an easy job for that mandrel bend look. TIG welding is best for the finest welds. We use ER309L stainless to carbon welding rod for best results

29. Sometimes the tubing clamps will not fit around a tighter bend as well as we would like so we simply use 3M masking tape and tack in between. This tape method is not strong enough to hold the headers in place on the car like the ICE engine work clamps but it can save a bit of time

30. Once we have welded around the tubes as much as we can we remove the headers and bolt them to a jig that matches the flange. This allows us to get better access around the back of each tube to complete the welds

31. Bolted in place she is looking good. The customer opted to have each tube ground smooth as seen with no welds showing except the step up flange where we go from 1 3/4 to 1 7/8

Note the purge tube on the end which allows argon to fill up each tube for optimum welding quality.

32. A simple drift is used to lightly tap the square formed tubing tightly to the square flange ports to get it ready to weld on the inside ■



28



29



30



31



32

SOURCE:

JEFF LILLY RESTORATIONS LLC
www.jefflilly.com

ICENGINEWORKS
www.icengineworks.com

WWW.FURIOUSPERFORMANCE.COM.AU



**AUTOMATIC
TRANSMISSION
SERVICE
PACKAGES**



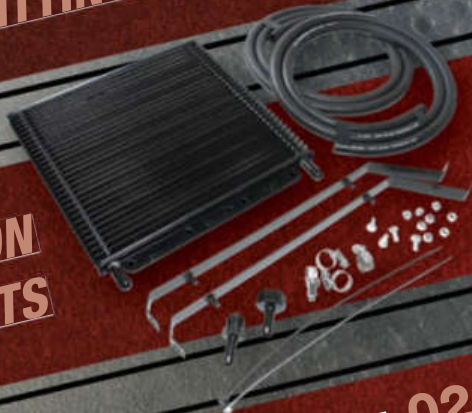
**ENGINE OIL
COOLERS
& ADAPTERS**



**COMPLETE
SPEEDFLOW HOSE
& FITTINGS RANGE**




**TRANSMISSION
OIL COOLER KITS**



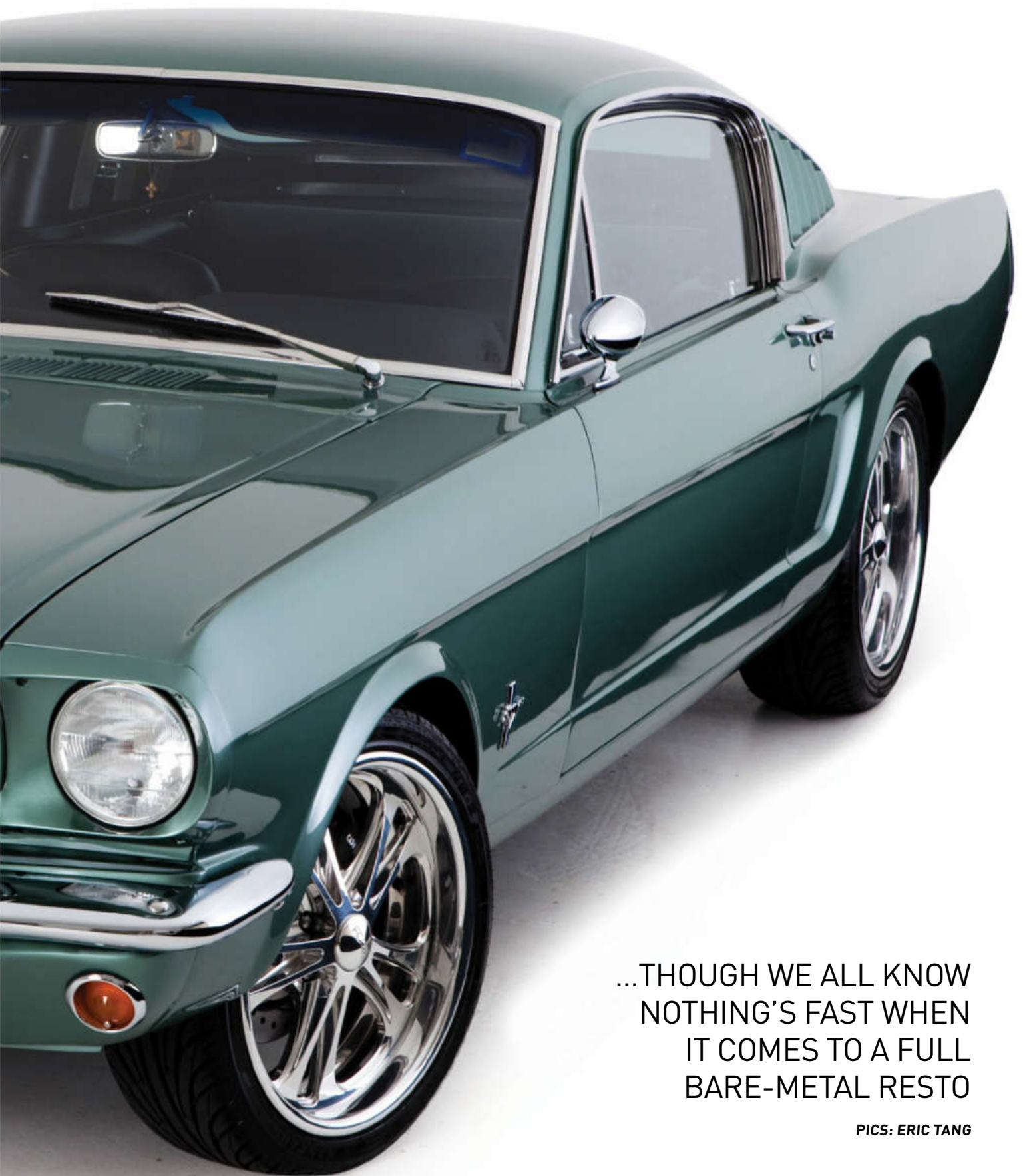
Service Centre:
1/128 Old Pittwater Rd
Brookvale NSW 2100

Phone: 02 9907 2674 (Business Hours)
email: sales@furiousperformance.com.au
eBay: www.ebay.com.au/Furious-Performance
Facebook: www.facebook.com/Furious-Performance

 Find us on
Facebook

THE FAST LANE





...THOUGH WE ALL KNOW
NOTHING'S FAST WHEN
IT COMES TO A FULL
BARE-METAL RESTO

PICS: ERIC TANG

Everyone loves a Mustang but few realise just how work is involved into bringing them up into a respectable level of resto, not to mention heading above and beyond to the elite hall. One man who does is forty-two-year-old truck driver Zac Paskoski, four years in the build with the 1965 Fastback.

Says Zac, "I was looking to find a Mustang for a few years and made a trip to Melbourne with my brother Sash

and brother-in-law Alex from Birrong Automotive to suss out a few. We spent the weekend in dingy hotels only to be disappointed, with the end result us coming home empty-handed. With that disappointment, I left it for a while only to get a phone call from my wife telling me she had spotted a Mustang Fastback for sale on the internet.

"I went to see it and was very impressed. The next step was to get the thumbs up from Sash and Alex. My

brother thoroughly checked the car inside and out and said, 'If you want to buy a Fastback, this is the one', as it was the cleanest he had seen by far, with only minor gremlins (rust) that Mustangs have that would show up eventually. We took it for a test run with Alex and the wife gave the okay, which is how I became the proud owner of a 1965 Mustang Fastback."

Zac enjoyed driving it for a while, but always in the back of his mind were thoughts



Clean as you'll ever find and putting out 450hp, this is a true muscle car now



**"NOW SHE IS ON THE ROAD I WANT
PEOPLE TO HAVE A LOOK AND
ADMIRE, WITH A SECOND LOOK TO
THE SUBTLE CHANGES OVERALL"**



FASTBACK MUSTANG

about doing a full resto and for it to become a true muscle car. He started off with Foose wheels that cousin Wayne organised. One thing led to another and soon the parts were piling on... until he got to a winding diff.

"My brother-in-law Alex said we'll get a diff from Crafty, as he builds good, tough diffs. A few weeks later I bought Wilwood brakes all around and a Ford Boss 347 Crate motor.

"The engine was pulled out and the engine bay sandblasted with the holes that were not being used blocked off. She was taken to Bodyline, where my brother had done his trade as a panel beater. It's a great workshop and Craig took on the project like it was his own. Once the engine bay was complete it was back to Alex to have the engine installed and the rest of the work completed. The whole car was rewired by Dino, who is a whiz at auto electrics.

"I wanted the muscle look, so I invested in a Shelby bonnet only to discover the colour was difficult to match. Taking the car from one place to another to get things done the



It's always helpful having family to overlook the more important parts of the build

Zac wanted to keep the classic look and feel of the car but with modern components



"I DIDN'T WANT TO TAKE AWAY FROM THE ORIGINAL FASTBACK DESIGN"



battery in the boot got dislodged and cracked the paint, which led to a full respray... which then developed into a full resto. Down to the bare shell and we built it back from there. The boys at Bodyline I can't thank enough for the great job. Craig and Amon took the time and went above and beyond.

"Now she is on the road I want people to have a look and admire,

with a second look to the subtle changes overall. I didn't want to take away from the original Fastback design. I only wanted to massage a few ideas, like the B&N shifter and Foose wheels—not getting away from its classic look but having modern components for better reliability." Mission result? Success. ■



FORD FACTS

OWNER:

Zarko (Zac) Paskoski

VEHICLE:

1965 Fastback Mustang

PAINT:

Custom Zeleno (PPG)

STYLING:

Custom chrome and polishing work

ENGINE:

Boss 347 crate motor eight-cylinder

ENGINE MODS:

Block bored, honed, decked, blueprinted and balanced, four-bolt mains caps, forged steel crankshaft, forged pistons, mains stud kit, Clevite bearings, MSD ignition system including amplifier, leads and coil, 650 Holley Double Pumper, Victor Junior intake manifold, K&N air filter, battery relocated to boot

POWER:

450hp, 400lb.ft

EXHAUST:

Mild-steel four-into-one 1.75in extractors, 2.5 exhaust system with Hooker muffler

TRANSMISSION:

C4 gearbox, TCI 3500rpm stall convertor, B&M shift kit, Mark Williams driveshaft

DIFF:

Ford 9in Mark Williams diff (3.7)

SUSPENSION:

Pedders springs, shocks and swaybars, Koni shocks rear

BRAKES:

330mm front and 300mm rear slotted and drilled rotors, Wilwood four-pot front and two-pot rear calipers, Wilwood pads and master cylinder, remote booster, stainless steel lines, Speedflow fittings

WHEELS/TYRES:

Foose 18x7in front and 18x8in rear Monterey wheels, 215/40 front and 235/40 rear Nankang tyres

INTERIOR:

Shelby steering wheel (Moto-Lina), Competition seatbelts, black colour scheme including carpets and headlining

TUNES:

'The engine'

COST:

N/A

WHO'S RESPONSIBLE:

"First to my wife for finding me my Fastback and putting up with my expensive hobby and tastes, god help me when she finds a hobby, huge thanks to my brother-in-law Alex Cirtoski from Birrong Automotive and his organisation and hard work that went into making an outstanding engine bay, his help and hard work getting the car on the road, a special thanks for all the ups and downs we endured together during the build, my brother Sash for making me a brand new firewall and overlooking all the bodywork that was being done at Bodyline, Harry's Classics, Sydney Mustangs, Peter for all their help and guidance, Max for my interior, Dino my sparkie, thanks to Campbelltown Mufflers and Anthony at Smithfield Diff and Gears for his guidance and Craft for the diff and George Sarkas for all his help

"THE BATTERY IN THE BOOT GOT DISLODGED AND CRACKED THE PAINT, WHICH LED TO A FULL RESPRAY... WHICH THEN DEVELOPED INTO A FULL RESTO"



**CHECK OUT OUR
WEBSITE FOR FULL
RANGE & PRICES**

SPOOL

www.spoolimports.com

CONRODS & CRANKSHAFTS



PH: (07) 3279 1074 or 0402 351 688

FAX: (07) 3112 3963

EMAIL: sales@spoolimports.com

WWW.SPOOLIMPORTS.COM

ARE YOU **LOOKING** FOR A ONE STOP **PERFORMANCE** VEHICLE SHOP?



From showroom floor to state of the art workshop, with feature products and one off custom made parts, Voodoo Rod and Custom is the vehicle enthusiast's excitement destination.

FROM BOMB TO **BAD-ASS!**

Martin Ellis has an extensive experience in streetcars, drag racing and speedway. With his wealth of knowledge, including trade credits under his belt from qualified mechanic, fabrication certs/mig and tig tickets to spray painting - you know your ride, rod, two or four wheeled passion is in the best hands.



U4/24 Central Park Dr, Yandina, QLD

Ph: 0431 864 134



Voodoo
ROD AND CUSTOM
Rides That Roll

www.voodooorodandcustom.com.au

COMPETITION *Engines*.com.au

VISIT OUR **ONLINE SUPER STORE** FOR GREAT DEALS
www.competitionengines.com.au



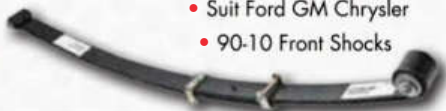
Calvert racing - the industry leaders in leaf spring innovation.

Specializing in leaf spring traction enhancement systems for over 15 years, the Calvert Racing Team knows what it takes to get your car hooking harder than ever!



SPLIT MONO LEAF SPRINGS

- 9 Way Adjustable Rear Shocks
- Suit Ford GM Chrysler
- 90-10 Front Shocks



CALTRACS TO SUIT

- Aussie Falcon XR-XD • XH-99 Falcon Ute
- HK HG HT Holden • 57 Chev & Nova
- Chrysler A&B Body • FG Falcon • Capri
- HQ-WB Holden • Camaro • Mustang



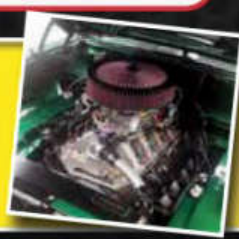
AUSTRALIAN DEALER



Check out our
website for over

40 ENGINE PACKAGES

Ford • Holden • Chev All built in-house!



WE WILL MEET OR BEAT ANY ADVERTISED PRICE!

3/22 Yiannis Court Springvale Vic 3171

W: WWW.COMPETITIONENGINES.COM.AU T: (03) 9548 5116 F: (03) 9548 3315



THE ROLLER COASTERS



FROM ONE BUILD TO THE NEXT, BUT ALWAYS GETTING BETTER,

PICS: ERIC TANG

TER



BEAU CRAVEN KNOWS THE UPS AND DOWNS OF MODIFICATION

When you're too scared to add up your build cost, that's when you know you've taken things to be absolute limit. Case in point, this XR6. Beau purchased the Falcon in April 2007. "I wasn't really keen on the colour. I hated it, but after I took the car for a drive it was enough for me to take it home. Back then it was a bog-stock five-speed XR6T. It remained stock for about a week until the mod bug bit. First up was a Turbosmart blow-off valve, Monza cooler, high-flow cat and F6 intake. It was also running an 8psi generic tune and made just over 300hp. That was enough for me until I met a now good mate, John, whose R6T made over the 400hp mark. Me not being able to keep up, I had to have more power."

Nizpro injectors came next followed by valvesprings before the turbo was modified and a new tune set in place for 450rwhp. Following this Beau did a couple of minor things inside, colour-coded the rocker covers and also fitted a set of RDA slotted and dimpled rotors to help it pull up a bit better. Whiteline swaybars also made it on.

"All was fine for about a year until a little squirt off the lights one day resulted in a ticking noise coming from the motor. After getting it checked over we found no.2 cylinder bore had a bent rod."

The internals went in along with the bottom end being built and the head receiving a slight port. Once it was all back together it was detuned to help preserve the T5 that was still coping with all the power. "We had our wedding

Almost everything Plazmaman sells for the XR6 can be found in here somewhere



"IT REMAINED STOCK FOR ABOUT A WEEK UNTIL THE MOD BUG BIT"





coming up and the Minister for War and Finance put a stop to spending on the car... until I reversed it into a tree." It was an accident, he swears. "So, a new bootlid and DJR spoiler went on ready for the wedding."

The new T56 box was next fitted with braided lines and a remote bleeder. A quick call to a couple of mates, a few beers and the T5 was out and the T56 in. Best Mufflers in Sydney sorted out the new exhaust system. When it arrived, Beau's good mate Dan from LK Motors in Cairns helped him fit it along with a Plazmaman 4in intake and coldside piping. With a retune it was now making 520rwhp. "I was stoked with the power and had been enjoying the car until I noticed the motor was using an unusual amount of coolant. After checking everything, we discovered the block had a crack in no.1 bore. Time for rebuild number two."



It's simple and sleeper inside with only basic gauges



Dan built the latest motor using the best-of-the-best components. He had a BF-series block crack-tested and filled with the original internals from the first build but with ARP head studs and a Cometic head gasket. Basically everything Plazmaman had for the model was ordered, including a piece or two from old mate John, who was also in the midst of a build.

With the motor out, Beau decided to use a couple of leave days to smooth the engine bay over and give it a lick

of paint. After that he looked over the car and realised it was no good having a pretty engine bay and shabby panels elsewhere, so within a couple of hours he had stripped the whole car ready for paint. He took another week of holidays and undertook the respray thanks to Graham from Bears Bodyworks.

Another retune saw 580rwhp, but the turbo cried enough a week later. A call to Mark from Mr Turbo landed a spankers GTX3582R built to spec. Dan worked his magic on the dyno for the

now magical 623rwhp on 21psi with PULP and VCM Suite. FPV Silver Agents finished off the look.

"The car drives like stock. My wife still occasionally drives it to work, but mostly it just sits in the garage so we can enjoy it on the weekends. I like the fact it doesn't look modified from the outside and has sleeper attitude. It's got plenty of power but can also be driven with really good economy and still have all the luxury of a modern-day car." Just no more reversing into immovable objects, hey? ■

A simple engine bay refresh turned into a full-blown exterior respray



FORD FACTS

OWNER:

Beau Craven

VEHICLE:

2003 Falcon

PAINT:

Citric Acid

STYLING:

BF XR front air dam, DJR bobtail wing

ENGINE:

2006 4L six-cylinder Barra turbo

ENGINE MODS:

Colour-coded rocker cover, billet flywheel, Scat H-beam conrods, Arias pistons and rings, ACL mains and rod bearings, Nizpro valve springs, APR head studs, Cometic head gasket, Nizpro billet gears, VCM custom tune, Plazmaman plenum, 80LB injectors, Mr Turbo-spec GTX3582R turbocharger (21psi), K&N 4in pod filter, Walbro in-tank fuel pump, Plazmaman surge tank with Bosch 044 fuel pump, Plazmaman billet dual-entry fuel rail, Turbosmart 1200 fuel-pressure regulator, Plazmaman 4in intake with custom cover, 2.5in hotside piping,

intercooler, coldside pipes, Turbosmart blow-off valve, Earls turbo filter line, Optima Yellow Top battery

POWER:

623rwhp, 900Nm ATW

EXHAUST:

Stainless, 4in dump into 3.5in exhaust system, X-Force muffler (x2)

TRANSMISSION:

Six-speed T56 manual, Mal Wood Option 3+ clutch (single plate)

DIFF:

Standard

SUSPENSION:

Standard, Whiteline 27mm front and 22mm rear swaybars

BRAKES:

Ferodo brake pads

WHEELS/TYRES:

19x8in FPV Silver Agent wheels, Toyo Proxes 245/35 tyres

INTERIOR:

Dash plastics painted piano black, FPV

starter button, Auto Meter boost and oil pressure

TUNES:

Pioneer head unit, Kenwood 1000W amplifier, Polk Audio 6in splits front and 5x7s rear, custom enclosure, Dynamat, false wall, custom fascia, Rockford Fosgate subs

ANYTHING ELSE:
COST:

\$24,000 original purchase

WHO'S RESPONSIBLE:

"Dan and the boys from LK Motors for the late nights (07 4051 6297), Mark from Mr Turbo (07 5596 1079), Neil from Squeker Clean (0423 712 011), Graham, Mick, Graham, Kurt, Dylan and Mary from Bears Bodyworks (07 4051 8275), Trav from Sivart Industries (0418 331 484), Cape York Automotive (07 4051 3360), John for the support and advice, Donkey and Whitey for the extra set of hands, Aaron, Dad, Mum and Daniel, my beautiful wife Niki for allowing me to spend the time and money on our car and all the support along the way."

"I LIKE THE FACT IT DOESN'T LOOK MODIFIED FROM THE OUTSIDE AND HAS SLEEPER ATTITUDE. IT'S GOT PLENTY OF POWER BUT CAN ALSO BE DRIVEN WITH REALLY GOOD ECONOMY"



AUSTRALIAN GT

REPRODUCTION PARTS

**SPECIALISING IN
FALCON GT PARTS
& ACCESSORIES**



19 Bugatti Way, Balcatta Western Australia 6021

p. 08 9446 9375 f. 08 9244 2384

e. austgt@bigpond.com

Denis Zupanov 0411 646 616

Marlene Zupanov 0413 830 388

CAR~BRA

REGISTERED TRADEMARK

AUSTRALIA EST. 1976

YES... WE ARE THE ORIGINAL

**WE ARE THE PIONEERS OF THE BEST CAR-BRAS
PRODUCED IN TODAY'S WORLD MARKET**

- CAR-BRAS ARE MANUFACTURED IN AUSTRALIA TO PROTECT YOUR CAR FROM HARSH AUSSIE CONDITIONS.
- MADE OF A SPECIAL WATER-RESISTANT DURABLE BLACK VINYL WITH SOFT BACKED FELT PROVIDING A PERFECT FIT FOR YOUR CAR.
- HEADLIGHTS AND DRIVING LIGHTS ARE PROTECTED BY ULTRA-VIOLET RESISTANT CLEAR PVC.
- FITTING IS SIMPLE AND ONLY TAKES A FEW MINUTES.
- CAR-BRAS AVAILABLE FOR MOST POPULAR MODELS OR CAN BE CUSTOM MADE TO ORDER.

**"THE REAL
McCOY"**



WARNING !
BEWARE OF POOR IMITATIONS



PHONE, E-MAIL & FAX ORDERS WELCOME
OVERNIGHT DELIVERY ANYWHERE IN AUSTRALIA



www.carbra.com.au

TEL (03) 9357 2300 FAX (03) 9357 2600 MOBILE 0409 312 864 EMAIL SALES@CARBRA.COM.AU
9 FABIO COURT, CAMPBELLFIELD VIC 3061

FREECALL 1800 CAR BRA (1800 422 727)

LATEST PRODUCTS

SEAL APPROVAL

WHAT: 1-piece rear main seal for 429/460 V8

WHO: Jon Kaase Racing Engines

WHERE: www.jonkaaseracingengines.com

HOW MUCH: Price on application



EN-GAUGED

WHAT: Stewart Warner gauges and sender units

WHO: Summit Racing

WHERE: www.summitracing.com

HOW MUCH: Varies by item



THROTTLED BODY

WHAT: Upgraded low-profile 4-barrel throttle body

WHO: EFI Hardware

WHERE: www.efihardware.com

HOW MUCH: From \$565 plus GST (TB only), from \$665 plus GST (full kit)



FORD POWER

BA, BF, FG XR6 & XR6 Turbo



G-TECH XR6 Turbo 8.7 sec 164 mph

- NEXT GEN Cam profiles suitable for normally aspirated and turbo engines
- Torque and economy cams suitable for dedicated LP gas engines
- Conical valve spring kits for street and race applications



BA, BF, FG XR8 & GT V8

- OEM quality performance quad cam kits
- NEXT GEN Cam profiles designed specifically for XR8 and GT engines
- Special cam packages for supercharger conversions
- Severe duty valve spring and retainer packages

EA to AU SOHC 6 Cylinder

- New billet camshafts for mild street to speedway and circuit racing
- Special street profiles that do not require computer tuning
- Performance matched valve springs
- Vernier adjustable billet timing gears



CROW CAMS
NEXT GEN

03 9357 0469
www.crowcams.com.au

LA MOTOR REPAIRS



- AUSTRALIAN AGENTS FOR DAVID KEE TOPLOADERS
- CUSTOM TOPLOADERS BUILT TO ORDER
- TWENTY YEARS OF GEARBOX EXPERIENCE
- PARTS AND SERVICE AVAILABLE

**GTHO
LONG TAIL
HOUSINGS AND
OUTPUTS NOW
IN STOCK**

Phone: (08) 8345 3991

7 Crittenden Rd, Findon, S.A. 5023 • Fax: (08) 8345 0211 • Email: Laracing1@optusnet.com.au



DIFF TRANS

TRANS DIFF SALES (AUST) PTY LTD

- WE CAN REPLACE YOUR TIRED OLD ORIGINAL GEAR BOX, DRIVELINE & REAR END PARTS WITH NEW OR RECONDITIONED AFTER MARKET COMPONENTS.
- ALSO MINI SPOOLS, FULL SPOOLS, DETROIT LOCKER, TRU-TRAC, PLANETARY GEAR KITS.
- DIFF CONVERSIONS A SPECIALTY – MANUAL GEARBOXES – FREE STRIP & QUOTE.
- WE ARE THE TOP LOADER – MUNCIE-SAGINAW AND TREMIC TKO SPECIALISTS
- COMPLETE I.R.S AND S.T DIFFERENTIAL ASSEMBLY
- DON'T DELAY CALL THE EXPERTS!

PH 1300 72 34 33

38 Fairey Rd
South Windsor, NSW 2756

www.difftrans.com



WAKEFIELD PARK

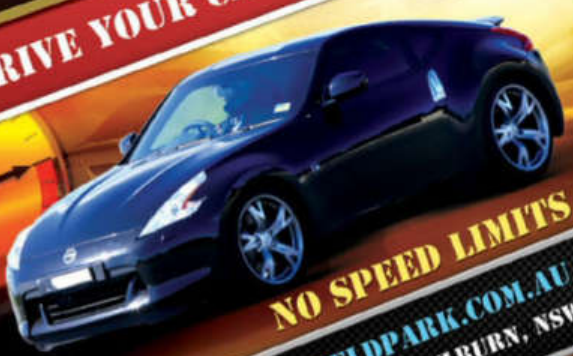
SPEED OFF THE STREETS

DRIVE YOUR CAR ON TRACK

NO SPEED LIMITS

WWW.WAKEFIELDPARK.COM.AU

BRAIDWOOD ROAD, GOULBURN, NSW



Rimblow Restorations

**HAVE YOUR
GT RIMBLOW
WHEEL RESTORED
FROM \$395**

(includes new horn switch
& FREE return postage,
Pad restoration
not included)

**GT Falcon
and Mustang
rimblow steering
wheel restoration
specialists**

**We have now restored over
2500 GT Falcon & Mustang wheels**

00 64 212 278 906

E: rimblowrestorations@extra.co.nz
www.rimblowrestorations.co.nz



STP013_04

CASTLEHILL

EXHAUST & PERFORMANCE CENTRE



**NOW
EQUIPPED WITH
4WD DYNO**

www.castlehillsexhaust.com.au
www.castlehillperformance.com.au



**Unit 68/4 Hoyle Ave.
Castle Hill NSW 2154**

(02) 9680 2777

- ▶ In-house dyno tuning
- ▶ Complete exhaust packages to suit all models
- ▶ Custom systems
- ▶ 100cpi stainless cats, 4" & 5" bodys.
- ▶ Complete performance packages to suit ba-fg
- ▶ Upgrade fuel systems, pumps and injectors
- ▶ Supercharger kits
- ▶ Intake manifolds
- ▶ Intercooler kits
- ▶ Turbocharger upgrades
- ▶ Induction systems
- ▶ Valve springs



STP012_04

DON'T MISS THE NEXT ACTION-PACKED ISSUE OF

**STREET II
FORDS**

THERE WILL BE MORE OF WHAT YOU WANT!

100% NEW CONTENT

SHOW STOPPING XB!



**MODIFIED
CONCOURS
RESTORATIONS
BARN FINDS
TECH ARTICLES
PLUS MORE!**

ISSUE #142 ON SALE DATE: 15/10/2015

VISIT US ON



REALDYNO

PERFORMANCE

(07) 3284-1925



10.96 @ 127MPH
First in Australia to run a
10 Second Pass in a Coyote



UPGRADE SPECIALISTS

- **Vehicle Servicing**
- **Ford Flash Tuning**
- **Dyno Tuning**
- **Intercooler Upgrades**
- **Exhaust Systems**
- **Brake Upgrades**
- **Supercharging**
- **Turbocharging**



RealDyno's Ford FPV GS Coyote

Custom 3" Exhaust
100lb Injectors
Custom RealDyno Intercooler Kit
Supercharger Pulley Upgrade
611 RWHP 10.96 @ 127MPH



Paolo's Ford FG XR6 Turbo

Custom 3 1/2" Exhaust
1000 hp Intercooler
GTX35 Turbo
4" Air Intake
Custom Fuel System
696 RWHP on E85



Versus' Ford FPV GTP Coyote

Custom Twin 3" Exhaust
Herrod Intercooler Kit
YT Supercharger Pulley Upgrade
100lb Injectors
450 RWKW 11.10 1/4 Mile

Ph: 07 3284 1925 Fax: 07 3883 4457 Email: info@realdyno.com.au

Address: 25 Beach Street, Kippa-Ring, QLD 4021

WWW.REALDYNO.COM.AU

LIKE LIFE IN THE FAST LANE



EVOLVE®



PURE BRAKING PERFORMANCE

Available from your local brake specialist

**VISIT BREMTEC.COM.AU/STOCKISTS
FOR PURE BRAKING PERFORMANCE**

LIKE US AT



/BREMTEC